NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

$oldsymbol{\Lambda}$ IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

VOR-A

NAME ALTERNATE MINIMUMS ALTON/ST.LOUIS, IL ST. LOUIS RGNL ILS or LOC Rwy 291 LOC BC Rwy 111 NDB Rwv 17² RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 29 RNAV (GPS) Rwy 35

NA when local weather not available

¹NA when control tower closed.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 900-23/4.

ANTIGO, WI

22 OCT 2009 to 19 NOV 2009

LANGLADE COUNTY NDB Rwy 161 RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34

NA when local weather not available.

¹Category C, 800-21/4; Category D, 800-21/2.

APPLETON, WI

OUTAGAMIE COUNTY

RGNLILS or LOC Rwy 312 ILS Rwv 2913 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 212

VOR/DME Rwy 21² ¹NA when control tower closed.

²NA when local weather not available.

3LOC, NA.

ASHLAND, WI

JOHN F. KENNEDY

MEMORIAL RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 31 VOR Rwy 21

VOR Rwy 31 NA when local weather not available.

¹Category C, 800-21/4; Category D, 800-21/2.

NAME

ALTERNATE MINIMUMS BARABOO, WI

BARABOO

WISCONSIN DELLS RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19 VOR-A

NA when local weather not available.

BELLEVILLE, IL

SCOTT AFB/

MIDAMERICA ILS or LOC/DME Rwy 14L1 ILS or LOC Rwy 14R12

ILS Rwy 32L²³

ILS or LOC Rwy 32R1

1LS, Category C, 700-2; Category D, 800-21/2; Category E, 800-23/4. LOC, Category D, 800-21/2; Category E, 800-23/4.

²NA when control tower closed.

3ILS, Category D, 800-21/4; Category E, 800-23/4. LOC, Category E, 800-23/4.

BLOOMINGTON. IL

CENTRAL IL RGNL ARPT AT

BLOOMINGTON-NORMALILS or LOC Rwy 2012 ILS or LOC Rwy 291 ILS or LOC/DME Rwy 212

LOC BC Rwy 11 RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 29

NA when local weather not available.

¹ILS, Category D, 700-2.

²NA when control tower closed

BOSCOBEL.WI

BOSCOBEL RNAV (GPS) Rwy 71 RNAV (GPS) Rwv 251 VOR/DME Rwy 25²

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 1000-23/4.

²Categories A,B,1000-2; Category C, 1000-23/4.





NAME	ALTERNATE MINIMUMS							
BURLINGTON, WI								
	D1141/(0D0) D							

BURLINGTON MUNI RNAV (GPS) Rwy 29 VOR Rwy 291

NA when local weather not available.

¹Category D, 800-21/4.

CAHOKIA/ST. LOUIS. IL

ST LOUIS DOWNTOWNILS or LOC Rwy 30L123 RNAV (GPS) Rwy 12R34

¹NA when control tower closed.

2ILS. Category D. 700-2.

³NA when local weather not available

4Category D. 800-21/4.

CARBONDALE-MURPHYSBORO.IL

SOUTHERN ILLINOIS ILS Rwv 18L NDB or GPS Rwy 18L

NA when control tower closed

CHAMPAIGN-URBANA, IL

UNIVERSITY OF ILLINOIS-WILLARDILS or LOC Rwv 32R12 LOC BC Rwv 14L1 RADAR-11 RNAV (GPS) Rwy 42

RNAV (GPS) Rwv 32R2 VOR Rwv 4² VOR/DME Rwv 14L2

¹NA when control tower closed. ²NA when local weather not available.

CHICAGO, IL

CHICAGO O'HARE INTL ... ILS or LOC Rwv 9L ILS or LOC Rwy 9R ILS,LOC,Categories A, B, 1100-2; Categories C. D. 1100-3.

LANSING MUNI RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 RNAV (GPS) Rwy 36

NA when local weather not available.

CHICAGO(WEST CHICAGO), IL

DUPAGE RNAV (GPS) Rwy 20R NA when local weather not available.

CHICAGO/AURORA,IL

AURORA MUNI ILS or LOC Rwy 91 ILS or LOC Rwy 3312 RNAV (GPS) Rwy 91 RNAV (GPS) Rwv 332

¹NA when control tower closed

²NA when local weather not available.

³ILS, Categories A,B,C,D, 700-2.

ALTERNATE MINIMUMS NAME

CHICAGO/PROSPECT HEIGHTS/ WHEELING.IL

CHICAGO EXECUTIVE ILS or LOC Rwy 16 RNAV (GPS) Rwv 16

NA when local weather not available.

CHICAGO/ROMEOVILLE. IL

LEWIS UNIVERSITY RNAV (GPS) Rwy 2 RNAV (GPS) Rwv 9 RNAV (GPS) Rwv 20 RNAV (GPS) Rwy 27 VOR Rwv 9

NA when local weather not available.

Category D. 800-21/2.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL ILS Rwy 23 NA when control tower closed.

CLINTONVILLE, WI

CLINTONVILLE MUNI RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 32

NA when local weather not available.

DANVILLE. IL

VERMILION RGNLILS or LOC Rwv 21 RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 34 VOR/DME Rwy 3 VOR Rwv 21

NA when local weather not available.

DE KALB. IL

DE KALB TAYLOR MUNI .. ILS or LOC Rwy 21 RNAV (GPS) Rwv 2 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 27

NA when local weather not available.

¹Categories C,D, 700-2.

DECATUR, IL

DECATURILS Rwy 61 LOC BC Rwy 241 RNAV (GPS) Rwv 62 RNAV (GPS) Rwy 182 RNAV (GPS) Rwy 242 RNAV (GPS) Rwy 362 VOR Rwy 361

¹NA when control tower closed

²NA when local weather not available

NA when local weather not available.





NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
EAGLE RIVER, WI		HAYWARD, WI	
EAGLE RIVER UNIO	ON NDB Rwy 221 RNAV (GPS) Rwy 4		RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 22	NA when local weath	
NA when local weat		Category C, 800-21/4	; Category D, 1000-3.
¹ Category C, 800-2	1/4, Category D, 800-21/2.		
EALLOL AIDE 14/1		JACKSONVILLE, II	
EAU CLAIRE, WI		JACKSONVILLE MUI	NI RNAV (GPS) Rwy 4
CHIPPEWA VALLEY			RNAV (GPS) Rwy 13
RGNL	ILS or LOC Rwy 22 ¹²		RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 22 ¹²		RNAV (GPS) Rwy 31
10	VOR-A ²³		VOR Rwy 13
¹Category D, 800-2		NA when local weath	ner not available.
² NA when local wea		JANESVILLE, WI	
	00-2; Category C, 900-2½;		NOIN
Category D, 1000-	-3.	SOUTHERN WISCO	
EFFINGHAM, IL		RGNL	ILS or LOC Rwy 4 ¹ ILS or LOC Rwy 32 ²³
EFFINGHAM COUN	TV	NA when control tow	
	VOR or GPS Rwy 1	¹ ILS,Category D, 70	
Category D, 800-21			es A,B, 1100-2; Categories
Category D, 000-27	/4.	C,D, 1100-3.	es A,b, 1100-2, Categories
FAIRFIELD, IL		³ NA when local weat	her not available
	RNAV (GPS) Rwy 9	TWY WHOTH TOOLS WOULD	nor not available.
NA when local weat		JUNEAU, WI	
TWY WHOTH TOOK! WOO!	inor not available.		LOC Rwy 26
FLORA, IL		20202 000	NDB Rwy 2
FLORA MUNI	RNAV (GPS) Rwy 3		NDB Rwy 20
	RNAV (GPS) Rwy 21		RNAV (GPS) Rwy 2
NA when local weat			RNAV (GPS) Rwy 8
			RANV (GPS) Rwy 20
FOND DU LAC, WI			RNAV (GPS) Rwy 26
FOND DU LAC		NA when local weath	ner not available.
	RNAV (GPS) Rwy 36		
NA when local weat	ther not available.	KANKAKEE,IL	
		GREATER KANKAKE	E RNAV (GPS) Rwy 4
FREEPORT, IL			RNAV (GPS) Rwy 16
ALBERTUS	RNAV (GPS) Rwy 6		RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 24		RNAV (GPS) Rwy 34
	VOR Rwy 24		VOR Rwy 4
NA when local weat	ther not available.		VOR Rwy 22
ODEENIDAY WI		NA when local weath	ner not available.
GREEN BAY, WI	INT. U.S. JOSE	KENOSHA WI	
AUSTIN STRAUBEL	INTL ILS or LOC Rwy 6 LOC BC Rwy 24	KENOSHA, WI	ILS or LOC Rwy 7L1
	RADAR-1	KENOSHA RGNL	
NA when control to			RNAV (GPS) Rwy 7L RNAV (GPS) Rwy 15
INA WHEN CONTROL TO	wei cioseu.		RNAV (GPS) RWy 15 RNAV (GPS) Rwy 25R
HARRISBURG, IL			RNAV (GPS) RWy 25R
	EIGH RNAV (GPS) Rwy 6		VOR Rwy 15
I II ANNODONO-NALI	RNAV (GPS) Rwy 24		VOR Rwy 25R
NA when lead weet	ther not evallable	NA when local weath	

NA when local weather not available. ¹NA when control tower closed.





09295 NAME ALTERNATE MINIMUMS

LA CROSSE, WI

LA CROSSE MUNI ILS or LOC Rwy 1814 NDB Rwv 18³⁵

> RNAV (GPS) Rwy 323 RNAV (GPS) Rwy 1334 RNAV (GPS) Rwy 1834

RNAV (GPS) Rwv 2135

RNAV (GPS) Rwv 3136 RNAV (GPS) Rwv 3634 VOR Rwy 13³⁴ VOR Rwy 3614 ¹NA when control tower closed.

²Categories A,B, 1100-2; Category C, 1100-3; Category D. 1200-3. ³NA when local weather not available. ⁴Category C, 800-21/4; Category D, 1200-3.

⁵Categories A,B, 1200-2; Categories C,D, 1200-3.

⁶Categories A,B, 1000-2; Category C, 1000-3;

LAND O'LAKES, WI

Category D, 1200-3.

KING'S LAND O'LAKES RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available.

22 OCT 2009 to 19 NOV 2009

LAWRENCEVILLE. IL LAWRENCEVILLE-VINCENNES

INTL VOR Rwy 36 Category D, 800-21/4.

LINCOLN. IL LOGAN COUNTY NDB Rwy 211 RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 21

VOR Rwy 3

NA when local weather not available. ¹Category C, 800-21/4, Category D, 800-21/2.

LITCHFIELD, IL LITCHFIELD MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Rwv 36 NA when local weather not available.

LONE ROCK, WI

TRI-COUNTY RGNL RNAV (GPS) Rwy 91 RNAV (GPS) Rwy 271

VOR-A2 NA when local weather not available.

¹Categories A,B, 900-2; Category C, 900-21/4. ²Categories A,B, 1000-2; Category C 1000-23/4.

MACOMB, IL

MACOMB MUNI LOC Rwy 271 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 VOR/DME-A

NA when local weather not available.

NAME

MADISON, WI

DANE COUNTY RGNL-TRUAX FIELDILS or LOC Rwv 211

ILS or LOC/DME Rwy 1812 ILS or LOC/DME Rwy 3612

RADAR-113

VOR/DME or TACAN Rwv 143 VOR/DME or TACAN Rwv 183 VOR/DME or TACAN Rwv 324

VOR Rwy 215

VOR Rwy 17

NDB Rwy 20

VOR Rwy 2

VOR Rwy 20²

NDB Rwy 161

VOR/DME Rwv 351

ALTERNATE MINIMUMS

¹NA when control tower closed. 2ILS, LOC, Category E, 900-3.

3Category E, 800-23/4. 4Category E, 800-3.

5Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-234.

MANITOWOC, WI MANITOWOC COUNTY ... ILS or LOC Rwy 171

RNAV (GPS) Rwy 171 RNAV (GPS) Rwy 351

Category D, 800-21/2. ¹NA when local weather not available.

MARION, IL

WILLIAMSON COUNTY RGNLILS or LOC Rwy 201

RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20

NA when local weather not available. ¹NA when control tower closed.

²Category C, 800-21/4; Category D, 800-21/2.

MARSHFIELD. WI MARSHFIELD MUNI NDB or GPS Rwy 41

RNAV (GPS) Rwv 162 RNAV (GPS) Rwy 342 ¹NA except for operators with approved

weather reporting service. ²NA when local weather not available.

MATTOON/CHARLESTON, IL COLES COUNTY

MEMORIAL RNAV (GPS) Rwy 29

NA when local weather not available.

MEDFORD, WI

TAYLOR COUNTY RNAV (GPS) Rwy 27 NA when local weather not available.



ALTERNATE MINS

NA when local weather not available.

A

ALTERNATE WINS	4
NAME ALTERNATE MINIMUMS MENOMONIE, WI MENOMONIE MUNI-SCORE	NAME ALTERNATE MINIMUMS OSCEOLA, WI L O SIMENSTAD MUNI RNAV (GPS) Rwy 28
FIELDRNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 VOR/DME Rwy 27	NA when local weather not available. OSHKOSH. WI
NA when local weather not available.	WITTMAN RGNLILS or LOC Rwy 361 LOC/DME BC Rwy 181
MERRILL, WI MERRILL MUNIRNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25	RNAV (GPS) Rẃy 9² RNAV (GPS) Rwy 18² RNAV (GPS) Rwy 27²
NA when local weather not available. MILWAUKEE, WI	RNAV (GPS) RWY 361 VOR Rwy 92
LAWRENCE J. TIMMERMAN LOC Rwy 15L VOR or GPS Rwy 4L VOR or GPS Rwy 15L NA when control tower closed.	VOR Rwy 18 ²³ ¹ NA when control tower closed. ² NA when local weather not available. ³ Category D, 800-2½.
	PARIS, IL
MOLINE, IL QUAD-CITY INTLILS or LOC Rwy 91 ILS or LOC Rwy 27123 RNAV (GPS) Rwy 133	EDGAR COUNTY RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 NA when local weather not available.
RNAV (GPS) Rwy 31 ³ ¹ NA when control tower closed. ² ILS, Category D, 700-2.	PEORIA, IL GREATER PEORIA RGNLILS or LOC Rwy 4
³NA when local weather not available. MONROE, WI MONROE MUNI	ILS or LOC Rwy 31 RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31 VOR or TACAN Rwy 31 NA when local weather not available.
MORRIS, IL MORRIS MUNI-JAMES R WASHBURN FIELD RNAV (GPS) Rwy 36 NA when local weather not available.	PERU, IL ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD
MOSINEE, WI CENTRAL WISCONSIN ILS or LOC Rwy 81	PHILLIPS, WI
ILS or LOC Rwy 35 NA when control tower closed. 1NA when local weather not available.	PRICE COUNTY RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19 NA when local weather not available.
MOUNT VERNON, IL MOUNT VERNON ILS Rwy 23 ¹² RNAV (GPS) Rwy 5 ³ RNAV (GPS) Rwy 23 ³ ¹ NA between 2000-0630 local time. ² ILS, Category D, 700-2.	PLATTEVILLE, WI PLATTEVILLE MUNI
³ NA when local weather not available.	PONTIAC, IL
NEW RICHMOND, WI NEW RICHMOND RGNL . RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32	PONTIAC, IL PONTIAC MUNIRNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24 VOR Rwy 24

NA when local weather not available.

ALTERNATE MINIMUMS

ILS or LOC Rwy 2212

RNAV (GPS) Rwy 4

RNAV (GPS) Rwv 13 RNAV (GPS) Rwy 22

RNAV (GPS) Rwv 31

RNAV (GPS) Rwv 7

RNAV (GPS) Rwy 25

RNAV (GPS) Rwy 211

VOR/DME Rwv 31

VOR/DME Rwy 211

VOR or GPS Rwy 30

RNAV (GPS) Rwy 20

RNAV (GPS) Rwy 18

RNAV (GPS) Rwv 36

RNAV (GPS) Rwv 27

VOR/DME Rwy 22

RADAR-123

NAME

09295

QUINCY, IL

QUINCY RGNL-



ALTERNATE MINS ALTERNATE MINIMUMS NAME

PRAIRIE DU CHIEN. WI

PRAIRIE DU CHIEN MUNI .. VOR/DME Rwv 29 Category A/B 1000-2, Category C/D 1200-3,

BALDWIN FIELD RNAV (GPS) Rwv 4 RNAV (GPS) Rwv 13

RNAV (GPS) Rwv 18 RNAV (GPS) Rwy 22

RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36 VOR Rwv 4 VOR/DME Rwv 22

NA when local weather not available.

RANTOUL. IL RANTOUL NATL AVN CNTR/ FRANK ELLIOTT FLD RNAV (GPS) Rwv 9

RNAV (GPS) Rwy 27 NA when local weather not available. RICE LAKE, WI

RICE LAKE REGIONAL-CARL'S FIELDILS or LOC Rwy 11 RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19 VOR Rwy 1 VOR/DME Rwy 19 NA when local weather not available. ¹ILS, Category D, 700-2.

SHEBOYGAN, WI SHEBOYGAN COUNTY MEMORIAL RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 13 RNAV (GPS) Rwv 21 RNAV (GPS) Rwv 31 VOR Rwy 31

NA when local weather not available. ¹Category C. 900-21/2: Category D. 900-23/4. SPARTA, IL SPARTA COMMUNITY-

HUNTER FIELD RNAV (GPS) Rwy 36 NA when local weather not available

VOR Rwy 21

CAPITALILS or LOC Rwv 412

SPRINGFIELD.IL

ABRAHAM LINCOLN

NA when local weather n ot available.

¹ILS. Category D. 700-2. ²NA when control tower closed. 3Category E. 800-234.

STERLING-ROCKFALLS, IL WHITESIDE CO-JOS H BITTORF FIELD NDB Rwv 7

NA when local weather not available.

STEVENS POINT, WI STEVENS POINT MUNI RNAV (GPS) Rwy 31

Category D, 800-21/4. ¹NA when local weather not available.

STURGEON BAY, WI DOOR COUNTY CHERRYLAND RNAV (GPS) Rwy 2

NA when local weather not available. TAYLORVILLE, IL

TAYLORVILLE MUNI NDB Rwy 18 NA when local weather not available.

TOMAHAWK, WI TOMAHAWK RGNL RNAV (GPS) Rwy 9

NA when local weather not available.

WATERTOWN, WI WATERTOWN MUNI RNAV (GPS) Rwy 512

RNAV (GPS) Rwv 1113 RNAV (GPS) Rwy 2312 RNAV (GPS) Rwy 2912

VOR/DME Rwy 292 ¹NA when local weather not available. ²Category D, 900-3. 3Categories A, B, 900-2; Category C, 900-21/4;





NAME ALTERNATE MINIMUMS

WAUKESHA, WI

WAUKESHA COUNTY ILS or LOC Rwy 1012 RNAV (GPS) Rwy 1013 RNAV (GPS) Rwy 2813

VOR-A¹³

¹NA when local weather not available.

2ILS, Category C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4.

3Category D, 800-21/4.

WAUPACA, WI

WAUPACA MUNI RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28

NA when local weather not available.

WAUSAU, WI

WAUSAU DOWNTOWN ... RNAV (GPS) Rwy 12 NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

HAMPAIGN/URBANA, IL Amdt. 6A, OCT 28, 2002 (FAA)

ELEV 754

NIVERSITY OF ILLINOIS-WILLARD

ADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 A HAT/

HAT/ DA/ HATh/ DA/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS SR 14L ABC **1100**-1 346 (400-1) D 1100-11/4 346 (400-11/4) ABC 1100/24 351 (400-1/2) D 32R **1100**/50 351 (400-1)**IRCLING** Α 1160-1 406 (500-1) В **1220**-1 466 (500-1)C **1220**-1½ 466 (500-1½) D **1320**-2 566 (600-2)

hen control tower closed. ASR not authorized.

ategory D S-32R visibility increased to RVR 6000 for inoperative MALSR.

HICAGO/ROCKFORD. IL Amdt. 10A. DEC 21.2006 (FAA) HICAGO/ ROCKFORD INTL

ELEV 742

ADAR - 121 0 327 0

				HAT/				HAT/	
			DA/	HAT	1/		DA/	HATh/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
SR	1	AB	1160 /24	431	$(500-\frac{1}{2})$	С	1160 /40	431	$(500-\frac{3}{4})$
		D	1160 /50	431	(500-1)				
	7	AB	1180 /24	438	$(500-\frac{1}{2})$	С	1180 /40	438	$(500-\frac{3}{4})$
		D	1180 /50	438	(500-1)				
	25	AB	1220 -1	485	(500-1)	С	1220 -11/4	485	(500-11/4)
		D	1220 -1½	485	(500-1½)				
IRCLIN	IG	Α	1220 -1	478	(500-1)	b	1240 -1	498	(500-1)
		С	1240 -1½	498	(500-11/2)	D	1320 -2	578	(600-2)

REEN BAY, WI **USTIN STRAUBEL INTL**

Amdt. 9C, JUL 6, 2006 (FAA)

ELEV 695

HAT/

ADAR - 119.4 338.2 🔻 🛕

				11/1/			11/1/1/		
			DA/	HATh/		DA/	HAT	1/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAACEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
SR	36	AB	1100 /24	418 (500-1/2)	С	1100 /40	418	(500-3/4)	
		D	1100 /50	418 (500-1)					
	24	AB	1120 -1	438 (500-1)	С	1120 -11/4	438	(500-11/4)	
		D	1120 -1½	438 (500-1½)					
	18	AB	1220 -1	525 (600-1)	С	1220 -1½	525	(600-1½)	
		D	1220 -1¾	525 (600-13/4)					
	6	AB	1220 /24	528 (600-1/2)	С	1220 /50	528	(600-1)	
		D	1220 /60	528 (600-11/4)					
RCLING	3	AB	1220 -1	525 (600-1)	С	1220 -1½	525	(600-1½)	
i		D	1260 -2	565 (600-2)					

HAT/

or inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.

hen control tower closed. ASR not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

MADISON. WI

Amdt. 17, MAR 17, 2005 (FAA)

ELEV 887

DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7 ▼ 🛦

	, <u>m</u>					HAT/				HAT/		
				DA/	HATh/			DA/	HATh/			
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	AAH	CEIL-VIS		
ASR	21		AB	1360-1/2	473	$(500-\frac{1}{2})$	С	1360-¾	473	(500-3/4)		
			D	1360 -1	473	(500-1)	Е	1360 -1¼	473	(500-11/4)		
	36		AB	1360 /24	498	(500-1/2)	С	1360 /50	498	(500-1)		
			D	1360 /60		(500-11/4)				(500-1½)		
	14		AB	1360-1	499	(500-1)	С	1360 -1¼	499	(500-11/4)		
			D			(500-1½)				(500-134)		
	18		AB	1360 /24	500	(600-1/2)	С	1360 /40	500	(600-3/4)		
			D	1360 /50		(600-1)	Ĕ			(600-11/4)		
	32		AB	1440-1	579	(600-1)	С	1440-1%	579	(600-1½)		
			D			(600-13/4)	Ē	1440 -2		(600-2)		
CIRCLIN	IG		Α	1440-1	553	(600-1)	В	1460 -1	573	(600-1)		
			С	1460-11/2		,	D	1460 -2		(600-2)		
			Е			(800-23/4)				,		

When control tower closed, ASR procedures not authorized.

SPRINGFIELD, IL Amdt. 9, OCT 27,2005 (FAA)

ELEV 597

ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0 **▼** ∧

			HAT/ DA/ HATh/			DA/	/		
ASR	RWY GS/TCH/RPI 22		MDA-VIS 960-1/2	HAA 363	CEIL-VIS (400-½)		MDA-VIS 960-1	HAA 363	CEIL-VIS (400-1)
	31	AB D	1240-½ 1240-1½	650 650	(700-1) (700-1½)	C E	1240-1¼ 1240-1¾		(700-1½) (700-1¾)
	4	ABC	960 /24	368	(400-1/2)	DE	960 /50	368	(400-1)
CIRCLIN	G	AB D	1240 -1 1240 -2	643 643	(700-1) (700-2)	C E	1240 -1¾ 1380 -2¾		(700-1¾) (800-2¾)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs

For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 11/4; increase S-31 category E visibility to 21/4. When control tower closed, ASR not authorized.



INSTRUMENT APPROACH PROCEDURE CHARTS

INSTRUMENT AFFROAGITFROCEDURES OF TAKES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN) ORIG 05300 (FAA)

NOTE: Rwy 11, tree 1876' from departure end of runway, 834' left of centerline, 65' AGL/575' MSL, light pole 1067' from departure end of runway, 667' left of centerline, 25' AGL/554' MSL. Rwy 17, multiple trees beginning 1520' from departure end of runway, 859' right of centerline, 82' AGL/621' MSL, tree 1794' from departure end of runway, 410' left of centerline, 59' AGL/598' MSL. Rwy 29, multiple trees beginning 1318' from departure end of runway, 494' left of centerline, 59' AGL/579' MSL, light pole 663' from departure end of runway, 528' left of centerline, 10' AGL/559' MSL, tree 1481' from departure end of runway, 501' right of centerline, 66' AGL/578' MSL. Rwy 35, multiple trees and light pole beginning 980' from departure end of runway, 574' left of centerline, 67' AGL/596' MSL.

AMERY, WI

AMERY MUNI (AHH) AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: Rwy18, towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

NAME TAKE-OFF MINIMUMS

ANTIGO, WI

LANGLADE COUNTY (AIG) ORIG 08101 (FAA)

TAKE-OFF MINIMÚMS: **Rwy 8**, 400-2 or std. w/min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/MM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: Rwy 8, Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. Rwy 16, Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL. Rwy 26, Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

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ASHI AND WI

JOHN E KENNEDY MEMORIAL (ASX) AMDT 1 08157 (FAA)

NOTE: Rwv 2, trees beginning 52' from departure end of runway, 209' right of centerline, up to 100'AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSI Antenna 2411 from departure end of runway 920' left of centerline, 117' AGL/926' MSL, Rwv 13. trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL, Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL, Rwy 20, truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL, Trees beginning 206' from departure end of runway, 229' right of centerline. up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. Rwy 31, truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL, Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL

BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)

ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: Rwy 1, 300-1.

DEPARTURE PROCEDURE: Rwv 14. southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. Rwys 19,32, southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

BLACK RIVER FALLS. WI

BLACK RIVER FALLS AREA (BCK)

AMDT 1 (FAA)

DEPARTURE PROCEDURE: Rwvs 8, 26, climb runway heading to 1400 before proceeding on course.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

ORIG 07074 (FAA)

DEPARTURE PROCEDURE: Rwy 20, climb heading

198° to 1400 before turning left. NOTE: Rwy 2, pole 1638' from departure end of runway,

908' right of centerline, 78' AGL/922' MSL. Rwy 11, tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

BOSCOBEL WI

BOSCOBEL (OVS)

AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: Rwv 2, 600-3 or std. w/min. climb of 447' per NM to 1300. Rwv 7, std, w/min, climb of 548' per NM to 1500, or 1200-21/2 for climb in visual.

conditions. Rwy 20, std. w/min. climb of 672' per NM to 1400 or 1200-21/2 for climb in visual conditions Rwy 25. std. w/min. climb of 381' per NM to 1300 or 1200-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 2. climb heading 017° to 1300 before turning south. Rwy 7, climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. Rwv 20, climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. Rwv 25, climb heading

247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. NOTE: Rwv 2, trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL, Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL, Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. Rwy 7, trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL, Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/ 690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL, Rwv 20, tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL, Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. Rwy 25, tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)

centerline, 100' AGL/1137' MSL.

ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 1300-2 or std. with a min. climb of 340' per NM to 2700.

40' AGL/737' MSL. Trees 1165' from departure end of

runway, 701' left of centerline, 40' AGL/731' MSL. Tree

1.6 NM from departure end of runway, 2290' right of

NOTE: Rwy 8, tower 6.44NM from departure end of runway,3378'right of centerline,1200'AGL/2180'MSL.

BURLINGTON, WI

BURLINGTON MUNI (BUU)

AMDT 2 86128 (FAA)

TAKE-OFF MINIMUMS: Rwv 29, 300-1 or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: Rwy 11, climb runway heading to 1400 before turning.

CABLE, WI

CABLE UNION (3CU)

AMDT 4 99308 (FAA)

DEPARTURE PROCEDURE: Rwy 16, west departures, climb runway heading to 1900 before turning westbound.



CAHOKIA/ST, LOUIS, IL

ST LOUIS DOWNTOWN (CPS)

AMDT 7 05300 (FAA)

TAKEOFF MINIMUMS: Rwv 5, 200-1 1/2 or std. with a min. climb of 343' per NM to 800. Rwv 30L, 400-21/2 or std, with a min, climb of 220' per NM to 900.

DEPARTURE PROCEDURE: Rwv 5, climb via heading 047° to 900 before turning left. Rwy 12L/12R, climb via heading 122° to 1000 before turning left, Rwv 23, climb

via heading 227° to 2000 before turning. Rwv 30L/30R. climb via heading 302° to 1700 before turning. NOTE: Rwv 5, antenna 476' from departure end of runway, 326' right of centerline, 37' AGL/448' MSL, pole

630' from departure end of runway, 540' right of centerline, 62' AGL/473' MSL, multiple towers beginning 1649' from departure end of runway, 19' left of centerline. up to 76' AGL/487' MSL. Rwv 12L, tree 1633' from departure end of runway, 144' left of centerline, 44' AGL/ 453' MSL, Rwv 12R, tree 2279' from departure end of runway 927' right of centerline, 77' AGL/486' MSL. Tree 3823' from departure end of runway, 20' left of centerline. 92' AGL/509' MSL. Rwv 23, pole 763' from departure end of runway, 182' right of centerline, 44' AGL/453' MSL, multiple trees beginning 812' from departure end of runway, 4' right of centerline, up to 81' AGL/492' MSL. Rwv 30L, multiple trees beginning 889' from departure end of runway, 516' right of centerline, up to 114' AGL/ 521'MSL.

CANTON, IL

INGERSOLL (CTK) ORIG 08213 (FAA)

> NOTE: Rwv 9, tree 1335' from departure end of runway. 772' right of centerline, 100' AGL/749' MSL. Rwy 36, tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL

CARMI. IL

CARMI MUNI (CUL) AMDT 1 83356 (FAA)

DEPARTURE PROCEDURE: Rwv 36, climb runwav heading to 1000 before turning westbound.

CASEY. IL

CASEY MUNI (1H8)

AMDT 3 83258 (FAA)

DEPARTURE PROCEDURE: Rwvs 4.22.36. climb runway heading to 1900 before turning southbound. Rwy 18. climb runway heading to 1900 before turning left.

CENTRALIA. IL

CENTRALIA MUNI (ENL) AMDT 1 82133 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 300-1.

CHAMPAIGN/URBANA.IL

UNIVERSITY OF ILLINOIS-WILLARD (CMI) ORIG 09015 (FAA) DEPARTURE PROCEDURE: Rwv 4, climb heading

041° to 1300 before turning left. NOTE: Rwv 4, trees beginning 56' from departure end of

runway, 23' left of centerline, up to 63' AGL/808' MSL Trees beginning 56' from departure end of runway. 89' right of centerline, up to 98' AGL/843' MSL, Rwv14R. rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline. 37' AGL/780' MSL, Rwy 18, Terrain beginning 2' from departure end of runway, from left to right of centerline. up to 0' AGL/749' MSL. Rwv 32L. terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/ 752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.



CHICAGO, IL

CHICAGO MIDWAY INTL (MDW) AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: Rwys 4L,4R, Climbing right turn to 2400 heading 100° before proceding on course. Rwys 13C, 13L, 13R, Climb heading 135° to 1400 before turning. Rwys 22L, 22R, Climb heading 224" to 1300 before turning. Rwys 31C, 31L, 31R, Climb heading 315° to 1500 before turning.

NOTE: Rwy 4L, fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light ploes and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

Rwv 4R. LOC 300' from departure end of runway on centerline, 10' AGL/614' MSL, Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL, Blast fence 277' from departure end of runway, 45' left of centerline. 9' AGL/613' MSL Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL, Rwv 13C, LOC 248' from departure end of runway. on centerline, 8' AGL/619' MSL, Building 101' from departure end of runway, 254' left of centerline, 14' AGL/ 625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. Rwv 13L. multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. Rwy 13R, wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/ 661' MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52'AGL/661'MSL. Rwy 22L, multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL, Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. Rwy 22R, multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of

centerline, up to 72' AGL/686' MSL.

CHICAGO MIDWAY INTL (CON'T)

Rwv 31C, LOC 239' from departure end of runway, on centerline 10' AGI /617' MSI. Trees beginning 452' from departure end of runway 454' left of centerline up to 63' AGL/667' MSL Spire 2207' from departure end of runway 699 left of centerline 78 AGI /684 MSI Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSI_DMF 183' from departure end of runway 309' right. of centerline 17' AGI /624' MSI Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway 1430 right of centerline 162 AGI /756 MSI Rwv 31L, trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779 from departure end of runway 26 right of centerline, up to 68' AGL/667' MSL, Rwv 31R. multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway 50' right of centerline, up to 68' AGL/667'

CHICAGO-O'HARE INTL (ORD) AMDT 16A 09099 (FAA)

TAKEOFF MINIMUMS: Rwy 27L, std. w/min. climb of 214' per NM to 1700, or 300-11/4 with min, climb of 203' per NM to 1700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. Rwy 27R, std. w/min. climb of 228' per NM to 1800, Rwy 28, std, w/min, climb of 222' per NM to 1700. Rwy 32L, std. w/min. climb of 231' per NM to 1800. NOTE: Rwv 4L, multiple buildings beginning 3325' from DER, 1198' right of centerline, up to 101' AGL/750' MSL. Rwy 4R, multiple trees beginning 793' from DER, 568' right of centerline, up to 77' AGL/716' MSL. Multiple trees beginning 2266' from DER, 756' left of centerline, up to 84' AGL/723' MSL, Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/ 735' MSL. Rwy 9L, building 2771' from DER, 1194' right of centerline, 94' AGL/745' MSL, Rwv 9R, street light 877' from DER, 686' right of centerline, 40' AGL/ 684' MSL. Rwy 10, multiple towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL, Rwv 14L, multiple lights beginning 982' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp and sign beginning 100' from DER, 363' right of centerline, up to 80' AGL/729' MSL. Rwy 14R, parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/730' MSL. Rwy 22L, tree 972' from DER, 354' left of centerline, 31'AGL/690'MSL. Rwy 22R, parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/ 736' MSL. Rwy 27L, multiple poles, towers, and aircraft on ramp beginning 70' from DER, 408' left of centerline, 147' AGL/812' MSL. Rwy 27R, elevator 2778' from DER, 1021'left of centerline, 111'AGL/776' MSL. Tank 1489' from DER, 892' left of centerline, 55' AGL/723' MSL, Rwy 32L, flag pole 2036' from DER, 791' left of centerline, 58' AGL/732' MSL. Rwy 32R, multiple trees beginning 1438' from DER, 851' right of centerline, up to 71' AGL/715' MSL.



CHICAGO, IL (CON'T) LANSING MUNI (IGQ)

AMDT 5 09183 (FAA)

AGI /777'MSI

CHICAGO/AURORA.IL

AURORA MUNI (ARR)

AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: Rwv 36, 300-11/4 or std. w/min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: Rwv 36. climb heading

002° to 1200 before proceeding on course.

NOTE: Rwv 9, poles beginning 1203' from DER, from left

to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668

AGL/764' MSL. Rwv 18, trees beginning 381' from

DER, 440' right of centerline, up to 42' AGL/661' MSL

69' right of centerline, up to 26' AGL/641' MSL. Trees.

Rwv 27, hangar and building beginning 254' from DER.

antennas, antennas on buildings, signs, light poles, and

road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL, Tank 575'

from DER, 65' left of centerline, 16' AGL/630' MSL, Rwy

36, pole 5546' from DER, 1932' right of centerline, 164'

NOTE: Rwy 9, vehicle on road 794' from departure end of

runway, right and left of centerline, 15' AGL/734' MSL.

Multiple trees beginning 4126' from departure end of

runway, on centerline, 100' AGL/819' MSL, Rwy 15.

multiple trees, power poles and road beginning 900'

from departure end of runway, 47' right of centerline, up

end of runway, 47' left of centerline, 34' AGL/733' MSL.

departure end of runway, 190' right of centerline, up to

departure end of runway, on centerline up to 100' AGL/

end of runway, right and left of centerline, 15' AGL/734'

MSL. Rwv 33, multiple trees and road beginning 788'

35' AGL/734' MSL. Multiple trees beginning 3646' from

809' MSL. Rwy 27, vehicle on road 1020' from departure

from departure end of runway, 238' right of centerline, up

577' from departure end of runway, 137' left of centerline,

to 79' AGL/788' MSL. Road and power pole beginning

up to 38' AGL/747' MSL. Rwy 36, tree, pole and fence

centerline, up to 35' AGL/734' MSL. Vehicle on road

beginning 31' from departure end of runway, 169' left of

beginning 1099' from departure end of runway, right and

Rwv 18, multiple power poles beginning 1218' from

to 100' AGL/809' MSL. Power pole 1313' from departure

MSL. Tower 4314' from DER, 664' left of centerline, 149'

LEWIS UNIVERSITY (LOT) ORIG 07242 (FAA)

CHICAGO/ROMEOVILLE, IL

TAKE-OFF MINIMUMS: Rwy 2, 300-1½ or std. w/min. climb of 330' per NM to 1100.

DEPARTURE PROCEDURE: Rwv 2. climb heading 016° to 1100 before turning right.

NOTE: Rwv 2, multiple towers beginning 1.1 NM from

departure end of runway 361' left of centerline up to 210'

AGL/875' MSL. Rwv 9, multiple trees beginning 857' from departure end of runway, 359' left of centerline, up

to 66' AGL/735' MSL. Building 244' from departure end of runway, 379' left of centerline, 10' AGL/679' MSL. Multiple trees and pole beginning 278' from departure end of runway, 174' right of centerline, up to 62' AGL/ 721'MSL. Sign 113' from departure end of runway, 355' right of centerline, 4' AGL/668' MSL. Rwy 27, multiple

trees beginning 1144' from departure end of runway.

635' right of centerline, up to 54' AGL/723' MSL.

CHICAGO/WAUKEGAN.IL WAUKEGAN RGNI (UGN)

ORIG 91122 (FAA) TAKE-OFF MINIMUMS: Rwy 14, 300-1.

CHICAGO/WEST CHICAGO, IL DU PAGE (DPA)

ORIG 07354 (FAA)

NOTE: Rwv 2L. tree 2249' from departure end of runway. 1065' left of centerline, 15' AGL/831' MSL, Rwy 2R. tower 4561' from departure end of runway, 1540' right of

centerline, 140' AGL/899' MSL, Rwy 10, building 631' from departure end of runway, 611' left of centerline, 15' AGL/777 MSL, tree 872 from departure end of runway. 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/ 827' MSL, stack 1639' from departure end of runway. 184' left of centerline, 50' AGL/810' MSL, Rwv 15, road 267' from departure end of runway, 130' left of centerline. 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL, Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. Rwv 33, multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline. 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793'MSL.

CHICAGO/PROSPECT HEIGHTS/ WHEELING.IL

left of centerline, 15' AGL/734' MSL.

CHICAGO EXECUTIVE (PWK)

AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: Rwv 24, 300-1 or std. with min. climb of 286' per NM to 900.

NOTE: Rwy 6, tree 226' from departure end of runway,

226' right of centerline, 51' AGL/691' MSL. Rwy 12,

antenna 4287' from departure end of runway, 1191' right

of centerline, 129' AGL/769' MSL. Rwy 16, tree 1572' from departure end of runway, 423' left of centerline, 62'

AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. Rwy 24, tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL, Rwv 30. antenna 5171' from departure end of runway, 758' right of

centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. Rwy 34, tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL

CLINTONVILLE. WI CLINTONVILLE MUNI (CLI)

AMDT 1 07074 (FAA) TAKE-OFF MINIMUMS: Rwys 9, 27, NA-environmental.

NOTE: Rwy 4, trees beginning 382' from departure end of

runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. Rwy 14, trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. Rwy 22, trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. Rwy 32, trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.



DANVII I F. II

VERMILION RGNI (DNV) ORIG 09183 (FAA)

NOTE: Rwv 3. tree 2298' from departure end of runway. 725' right of centerline, 50' AGL/761' MSL, Rwv 16, tree 4101'from departure end of runway 378'left of centerline, 50' AGL/789' MSL. Rwy 21, tree 1982' from departure end of runway 802' left of centerline 50' AGL/ 728' MSL. Rwv 34. tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL

DE KALB. IL

DE KALB TAYLOR MUNI (DKB)

AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: Rwv 27, 300-1. DEPARTURE PROCEDURE: Rwv 9. climb runway heading to 1400 before proceeding on course.

DECATUR.IL

DECATUR (DEC)

AMDT 2 84131 (FAA)

DEPARTURE PROCEDURE: Northbound departures: Rwys 6.12.24, climb runway heading to 1600 before turning north. Rwv 18, climb runway heading to 1200 before turning north. Rwv 30, right turn, climb to 3000 via DEC R-340 before proceeding north. Rwv 36, left turn, climb to 3000 via DEC R-340 before proceeding north

DELAVAN, WI

LAKE LAWN (C59) AMDT 1 03247 (FAA)

> NOTE: Rwv 18. trees 150' from departure end of runway. 200' right of centerline, 56' AGL/1023' MSL, Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL, Rwv 36, trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL, Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039 MSL. Pole 85 from departure end of runway. 170' left of centerline, 60' AGL/1039' MSL.

DIXON. IL

DIXON MUNI - CHARLES R WALGREEN FIELD (C73)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 600-11/2 or std. w/min. climb of 410' per NM to 1400.

DEPARTURE PROCEDURE: Rwv 12, climb heading 123° to 1300 before turning right.

NOTE: Rwy 12, T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL, Rwv 8, vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL, Road 359' from DER on centerline, 796' MSL, Rwv 26, trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL, Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/ 806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

EAGLERIVER.WI

FAGI F RIVER UNION (FGV) ORIG 06271 (FAA)

NOTE: Rwv 4 road 240' from departure end of runway 559' right of centerline 15' AGI /1654' MSI Terrain 51' from departure end of runway 288' right of centerline 0'AGL/1639'MSL Rwv 13, road 268' from departure end of runway, 572' left of centerline, 15' AGI /1654 MSI Rwy 22 road 246 from departure end of runway 566' right of centerline 15' AGL /1654' MSL Multiple trees 476' from departure end of runway 430' right of centerline, 83' AGI /1722' MSI. Multiple trees. 761' from departure end of runway, 147' left of centerline 96'AGI /1735'MSI

EAU CLAIRE. WI

CHIPPEWA VALLEY RGNL (EAU) AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 14, 500-2 34 or std. w/ min. climb of 295' per NM to 1500. Rwv 32, 200-11/2 or std w/min_climb of 270' per NM to 1200

DEPARTURE PROCEDURE: Rwv 14, climb heading 138° to 2000 before proceeding on course, Rwy 22. climb heading 224° to 1700 before proceeding on course, Rwv 32, climb heading 304° to 1700 before proceeding on course

NOTE: Rwy 4, terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL, Rwv 14, trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline. 455' AGL/1349' MSL. Rwv 22, vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/ 892' MSL. Trees

639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL, Rwv 32, trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL, Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM.IL

EFFINGHAM COUNTY MEMORIAL (1H2) AMDT 4 98001 (FAA)

TAKE-OFF MINIMUMS: Rwy 1,600-1. DEPARTURE PROCEDURE: Rwy 29, climb runway heading to 2100 before proceeding on course.

FAIRFIELD.IL

FAIRFIELD MUNI (FWC) AMDT 2 99308 (FAA)

> TAKE-OFF MINIMUMS: Rwv 9, 400-1 or std. with a min. climb of 310' per NM to 800. Rwy 27, 300-1 or std. with a min. climb of 320' per NM to 600.

FLORA, IL

FLORA MUNI (FOA) AMDT 1 84047 (FAA)

> DEPARTURE PROCEDURE: Rwvs 3.33. climb runwav heading to 1100 before turning left. Rwy 21, climb runway heading to 1100 before turning right.

FOND DULIAC, WI

FOND DLLLAC COUNTY (FLD) AMDT 1 84327 (FAA)

DEPARTURE PROCEDURE: Rwv 9. climb runway heading to 2000 before turning north, Rwy 36, climb runway heading to 2000 before turning east

FRFFPORT.II

ALBERTUS (FFP)

ORIG 07130 (FAA)

TAKF-OFF MINIMUMS: Rwvs 13, 18, 31, 36, NA-Environmental

NOTE: Rwv 24, multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL /903' MSL

FRIENDSHIP (ADAMS), WI

ADAMS CO. LEGION FIELD (63C)

AMDT 1 02164 (FAA)

TAKE-OFF MINIMUMS: Rwvs 8, 26, NA unsurveved turf runways. Rwv 33.500-2 or std. with

a min. climb of 400' per NM to 1600. NOTE: Rwv 15, powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL. Rwv 33, trees 200' from departure end of runway. 200' left of centerline, 57' AGL/1032' MSL, Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL, Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

GRANTSBURG. WI

GRANTSBURG MUNI (GTG)

ORIG 94230 (FAA)

TAKE-OFF MINIMUMS: Rwv 23.300-1.

GRAYSLAKE.IL

CAMPBELL (C81)

AMDT 1 82063 (FAA)

TAKE-OFF MINIMUMS: Rwv 24, 300-1. DEPARTURE PROCEDURE: Rwy 9, climb runway heading to 1200 before turning.

GREEN BAY, WI

AUSTIN STRAUBEL INTL (GRB)

AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: Rwy 6, climb heading 062° to 1300 before turning right. Rwy 18, climb heading 182° to 1600 before turning left.

NOTE: Rwy 18, tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL. Rwy 24, trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

HARRISBURG II

HARRISBURG-RAI FIGH (HSB) ORIG 08101 (FAA)

NOTE: Rwv 6. Trees and a PVC pine, beginning 62' from departure endof runway 230' left of centerline up to 100' AGL/519' MSL. Trees 895' from departure end of runway 523' right of centerline, 61' AGL/454' MSL. Rwy 24. Trees beginning 252' from departure end of runway 420' right of centerline up to 100' AGI /479' MSL, Rwv 32, Trees beginning 4182' from Departure end of runway, 615' left of centerline, up to 100' AGL/ 499' MSL. Trees beginning 1744' from departure end of runway, 299' right of centerline, up to 100' AGL/509'

HAYWARD WI

SAWYER COUNTY (HYR)

AMDT 4 99308

TAKE-OFF MINIMUMS: Rwv 16, 300-1 or std. with a min, climb of 300' per NM to 1300, Rwy 20, 300-1 or std with a min_climb of 270' per NM to 1300_Rwv 34. 300-1 or std. with a min. climb of 250' per NM to 1300. DEPARTURE PROCEDURE: Rwv 16, climb runway heading to 1900 before turning eastbound.

JANESVILLE, WI

SOUTHERN WISCONSIN RGNL (JVL) ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 36, 300-214 or std. w/a min, climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

NOTE: Rwv 4. Road 342' from departure end of runway. 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL, Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL, Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. Rwv 32. Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. Rwv 36, tree 1427' from departure end of runway. 108' left of centerline, 42' AGL/851' MSL, Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

JOLIET, IL

JOLIET RGNL

TAKE-OFF MINIMUMS: Rwy 12, 500-1. Rwy 22, 300-1. DEPARTURE PROCEDURE: Rwy 4, climb to 1000 before turning right. Rwy 30, climb to 1000 before turning left. Rwy 22, when ceiling is below 500, climb to 1100 before turning left.

JUNEAU. WI

DODGE COUNTY (UNU) ORIG 94286 (FAA) TAKE-OFF MINIMUMS: Rwy 20, 300-1.



KANKAKEE.IL

GREATER KANKAKEE (IKK)

ORIG 07074 (FAA)

NOTE: Rwy 4, vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL, Rwy 16, vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL. Rwy 22, vehicle on road 1069' from departure end of runway 622' left of centerline 15' AGI /653' MSL. Rwv 34, vehicle on road 831' from departure end of runway 189' left of centerline 15' AGL /650' MSL. Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

KENOSHA.WI

KENOSHA RGNI (ENW)

ORIG 09239 (FAA)

NOTE: Rwy 7R, multiple light poles beginning 560 from DER, 342' right of centerline, up to 26' AGL/ 729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL. Rwy 7L, muliple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. Rwy 25L, multiple trees and hangars beginning 10' from DER, 209' right' of centerline up to 11' AGL/ 760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. Rwv 33, multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL, Rwy 25R, trees 2800' from DER, 603' left to right of centerline, 100' AGL/819'MSL.

KEWANEE.IL

KEWANEE MUNI (EZI) ORIG 09015 (FAA)

> NOTE: Rwy 27, tree 2212' from departure end of runway, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI

LA CROSSE MUNI (LSE) AMDT 5 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 3, std. w/min climb of 460' per NM to 1600, or 1400-21/2 for climb in visual conditions, Rwv 13, std. w/min, climb of 420' per NM to 2000, or 1400-21/2 for climb in visual conditions. Rwy 18. std w/min_climb of 290' per NM to 1800, or 1400-21/2 for climb in visual conditions, Rwy 21, std. w/min climb of 430' per NM to 2000, or 1400-21/2 for climb in visual conditions, Rwv 31, std. w/min, climb of 300' per NM to 2500, or 1400-21/2 for climb in visual conditions Rwv 36, std w/min_climb of 325 per NM to 1800, or 1400-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 3.13.18.21.31. 36, for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on COLUMN

NOTE: Rwv 3, trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL, Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL, Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL, Rwy 13, trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL Trees 2666' from DER, 503' left of centerline, 97' AGL/ 747' MSL. Rwy 18, vehicle and road 685' from DER. 589' left of centerline, 15' AGL/694' MSL, Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. Rwv 21, multiple tress beginning 1521 from DER, 586 left of centerline, up to 75' AGL/735' MSL, Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline. 67' AGL/727' MSL. Rwv 31, multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/ 730' MSL. Multiple trees beginning 2499' from DER. 92' right of centerline, up to 139' AGL/789' MSL.

LA POINTE. WI

MADELINE ISLAND (4R5)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, 300-2 or std. w/min. climb of 213' per NM to 1200.

DEPARTURE PROCEDURE: Rwv 22, Climb heading 220° to 1200 before proceeding on course.

NOTE: Rwy 4, trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. Rwy 22, trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL

MARSHALL COUNTY (C75) AMDT 2 89236 (FAA)

TAKE-OFF MINIMUMS: Rwys 13, 18, 36, 300-1. DEPARTURE PROCEDURE: Rwy 31, climb runway heading to 1800 before turning.



LADYSMITH, WI

RUSK COUNTY (RCX) ORIG 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. with a min. climb of 430' per NM to 1500.

LAKE GENEVA. WI

GRAND GENEVA RESORT (C02) ORIG 03079 (FAA)

DEPARTURE PROCEDURE: Rwy 23, climb runway heading to 1500 before turning westbound.

LAND O'LAKES, WI

KINGS LAND O'LAKES (LNL)

AMDT 4 05132 (FAA)

TAKE-OFF MINIMUMS: Rwys 5, 23, NA-obstacles. NOTE: Rwy14, road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL. Rwy 32, trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right to centerline, 125' AGL/1833' MSL.

LINCOLN, IL

LOGAN COUNTY (AAA)

AMDT 1 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-½ or std. with a min. climb of 341' per NM to 800.

NOTE: Rwy 21, spire 2193' from departure end of runway. 208' left of centerline. 96' AGL/686' MSL.

LITCHFIELD, IL

LITCHFIELD MUNI (3LF) AMDT 3 05300 (FAA)

NOTE: Rwy 9, tower 1058' left of departure end of runway. 132' AGL/822' MSL.

LONE ROCK, WI

TRI COUNTY RGNL (LNR) AMDT 4 08185 (FAA)

TAKE-OFF MINIMUMS: Rwys 9, 27, 600-1%, or 1000-2½ for climb in visual conditions. Rwys 18, 36, NA-Environmental.

DEPARTURE PROCEDURE: **Rwys 9, 27,** for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.

NOTE: Rwv 9, terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129 MSL. Road beginning 244 from departure end of runway 330' left of centerline up to 17' AGL /733' MSL. Terrain and trees beginning 18' from departure end of runway 235' right of centerline, up to 100' AGL/ 722' MSL. Rwy 27, building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway on centerline up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL /752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB. IL

MACOMB MUNI (MQB)

AMDT 1 89236 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1700 before turning right. **Rwy 27**, climb runway heading to 1700 before turning left.

MADISON, WI

BLACKHAWK AIRFIELD (87Y) ORIG 97338 (FAA)

TAKE-OFF MINIMÚMS: **Rwy 27**, 300-2 or std. with a min. climb of 220' per NM to 1300.

DANE COUNTY RGNL-TRUAX FIELD (MSN) AMDT 7 03219 (FAA)

DEPARTURE PROCEDURE: Rwy18, (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. Rwy 21, (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.

NOTE: **Rwy 36**, tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.

MANITO. IL

MANITO MITCHELL (C45) AMDT 2 82105 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.36, 300-1.

MANITOWOC. WI

MANITOWOC COUNTY (MTW)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 17, 300-1% or std. with a min_climb of 254' per NM to 1000

DEPARTURE PROCEDURE: Rwv 7, climb heading 072° to 1200 before proceeding on course, Rwy 25, climb heading 252° to 1200 before proceeding on course NOTE: Rwy7, tree 520' from DER, 279' left of centerline. 27' AGI /666' MSI Rwy 17, stack 1 24 NM from DER 1915' left of centerline, 310' AGL/893' MSI Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER. 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER 512' right of centerline 36' AGL /695' MSL. Antenna 989' from DER, 511' right of centerline. 39' AGL/688' MSL, Rwy 25, tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad 744' from DER on centerline 23' AGI /676' MSL. Rwy 35, trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER 863' left of centerline 67' AGL /716' MSL

MARION. IL

WILLIAMSON COUNTY RGNL (MWA)

ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: Rwv 11, 600-3 or std. with a min, climb of 222' per NM to 1200.

DEPARTURE PROCEDURE: Rwv 11, Climb via heading 107° to 1100 before turning left.

NOTE: Rwv 2, multiple trees beginning 291' from departure end of runway, 265' left of centerline, up to 106' AGL/543' MSL, Rwv 11, multiple poles beginning 802' from departure end of runway, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1427' from departure end of runway, 594' right of centerline, 81' AGL/528' MSL, Tank 5216' from departure end of runway, 800' right of centerline, 164' AGL/601' MSL, Tower 3,16 NM from departure end of runway, 1,32 NM left of centerline, 490' AGL/980' MSL. Rwv 20. multiple trees beginning 1744' from departure end of runway, 823' right of centerline, up to 68' AGL/521' MSL. Rwy 29, wind sock 341' from departure end of runway, 291' left of centerline, 11' AGL/ 461' MSL. Multiple trees beginning 559' from departure end of runway, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1488' from departure end of runway, 1346' right of centerline, 77' AGL/530' MSL.

MARSHFIELD. WI

MARSHFIELD MUNI (MFI) ORIG 06271 (FAA)

NOTE: Rwy 34, multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359'MSL.

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)

AMDT 3 86128 (FAA)

DEPARTURE PROCEDURE: Rwy 6, climb runway heading to 1100' before turning.

MEDFORD, WI

TAYLOR COUNTY (MDZ) AMDT 2 09071 (FAA)

NOTE: Rwv 9, trees beginning 1123' from DER 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL, Rwy 16 trees beginning 7' from DER 248' left of centerline up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER 8' left of centerline up to 15' AGL /1466' MSL Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL, Rwy 27, tower 2839' from DER 1111' left of centerline 150' AGL /1580' MSL Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL, Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSI Rwv 34, terrain trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM) ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.18.27.36.300-1.

MERRILL. WI

MFRRILL MUNI (RRL)

ORIG 07242 (FAA)

NOTE: Rwv 7, bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL, Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/ 1329' MSL. Building 358' from departure end of runway. 451' right of centerline 21' AGL /1327' MSL Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. Rwy 16, multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439'MSL, Rwv 25, bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline. 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL, Rwv 34, multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON. WI

MIDDLETON MUNI-MOREY FIELD (C29) AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: Rwv 28, 300-1 or std. with a min. climb of 468' per NM to 1300. Rwys 1, 19, NA-turf. DEPARTURE PROCEDURE: Rwy 10, climb via heading 101° to 2600 before proceeding on course. Rwy 28, climb via heading 281° to 2600 before proceeding on course. NOTE: Rwy 28, multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032'MSL.



MILWAUKEE. WI

GENERAL MITCHELL INTL (MKE) AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: Rwv 7R, 300-1½ or std. with a min, climb of 300' per NM to 1100, Rwv 31, 300-11/2 or std. w/a min, climb of 257' per NM to 1000.

NOTE: Rwv 1R, antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER 462' right of centerline, up to 100' AGL /795' MSL. Rwv 1L, fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL, Vehicle on road, 459' from DER 577' left of centerline 17' AGL/696' MSL Pole 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/ 734' MSL, Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL, Pole, 2291' from DER, 937' right of centerline 28' AGL /750' MSL. Tower 2284' from DER, 463' right of centerline, 17' AGL/739' MSL, Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL, Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/ 799' MSL. Rwy 7R, multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL, Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL, Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/ 926' MSL. Stack. 1.21 NM from DER. 1164' left of centerline, 180' AGL/891' MSL, Rwv 7L, hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL, Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL, Pole, 1727' from DER, 194' left of centerline, 55' AGL/751'MSL, Tower, 1864' from DER, 48' left of centerline. 30' AGL/742' MSL. Rwy 13, multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL, Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/ 779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. Rwy 19L, tree, 1785' from DER, 863' left of centerline, 100' AGL/ 779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. Rwy 19R, tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL, Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL, Rwy 25L, tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL, Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. Rwy 25R, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hangar, 625' from DER,

363' right of centerline, 26' AGL/702' MSL. Tree, 855'

47' AGL/720' MSL.

from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/

716' MSL. Pole, 1605' from DER, 301' right of centerline,

GENERAL MITCHELL INTL (CON'T) Rwv 31, fence 197 from DER 244 right of centerline 7'

AGL/681' MSL, Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL, Multiple light poles beginning 265' from DER 69' right of centerline up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER 112' left of centerline, up to 30' AGL /703' MSL, Hangar, 438' from DER, 564' left of centerline. 50' AGL/722' MSL, Pole, 1351' from DER, 340' right of centerline 46' AGI /735' MSI. Multiple trees beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGI /758 MSI Tank 1 10 NM from DER 742 right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC) ORIG 93035 (FAA)

DEPARTURE PROCEDURE: Rwys 41, 4R, 151 /R. climb to 2100 before turning east.

MOLINE, IL

QUAD-CITY INTL (MLI) AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. 300-1 or std. with a min, climb of 220' per NM to 800. Rwy 13, 300-114 or std, with a min, climb of 250' per NM to 900, Rwy 23. 300-1 or std. with a min. climb of 285' per NM to 800. DEPARTURE PROCEDURE: Rwy 5, climb via heading 048° to 3000 before turning left, Rwy 9, climb via heading 090° to 1600 before turning. Rwy 13, climb via heading 126° to 1600 before turning, Rwv 23, climb via heading 228° to 1600 before turning. Rwy 27, climb via heading 270° to 1600 before turning. Rwv 31, climb via heading 306° to 3000 before turning right.

NOTE: Rwv 9, trees 4800' from departure end of runway. 1472' right of centerline, 30' AGL/740' MSL, Rwv 13. trees beginning 5117' from departure end of runway. 1351' right of centerline, up to 50' AGL/775' MSL. Rwy 23, numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757'

MONEE, IL

BULT FIELD (C56) ORIG 09071 (FAA)

> NOTE: Rwy 9, vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL, Rwv 27, vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/ 812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL

MONMOUTH MUNI (C66) AMDT 2 93231 (FAA) TAKE-OFF MINIMUMS: Rwv 20, 400-2.



MONROF, WI

MONROF MUNI (FFT) AMDT 2 09127 (FAA)

> NOTE: Rwy 2, vehicle on road 926' from DER, left and right of centerline up to 17' AGL /1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/ 1169' MSL. Rwv 12. trees beginning 1234' from DER. 655' right of centerline, up to 100' AGL/1189' MSL. Rwy 20. trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL, Rwy 30, trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER. 157' right of centerline, up to 17' AGL/1126' MSL.

MORRIS, IL

MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 18, 400-2 or std. w/min. climb of 320' per NM to 1000

NOTE: Rwv 18. tree 511' from departure end of runway. 607' right of centerline, 100' AGL/659' MSL, Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. Rwv 36, trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

MOSINEE, WI

CENTRAL WISCONSIN (CWA) ORIG 85185 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 300-1. DEPARTURE PROCEDURE: Rwv 35. (northbound departures 350° CW 045°) climbing left turn to 3500 via AUW R-270 before turning on course.

MOUNT CARMEL. IL

MOUNT CARMEL MUNI (AJG) ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: Rwv 22, 300-1 or std. with a min. climb of 340' per NM to 700.

MOUNT STERLING, IL

MOUNT STERLING MUNI (163) ORIG 09183 (FAA)

NOTE: Rwy 18, trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. Rwy 36, vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, II

MOUNT VERNON (MVN) ORIG 07074 (FAA)

DEPARTURE PROCEDURE: Rwv.33, climb via heading 331° to 1300 before turning left

NOTE: Rwv 5, multiple trees beginning 1615' from departure end of runway 7' left of centerline up to 134' AGL/602' MSL, antenna 2477' from departure end of runway 990' right of centerline 79' AGI /547' MSI tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL, Rwv 15, multiple trees beginning 712' from departure end of runway 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway 465' left of centerline 70' AGL/ 527' MSL, railroad 608' from departure end of runway. 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. Rwv 23, multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL. railroad 238' from departure end of runway 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline. up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. Rwv 33, multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585'

NEW LISBON, WI

MAUSTON-NEW LISBON UNION (82C) ORIG 97198 (FAA)

TAKE-OFF MINIMUMS: Rwys 14.32 400-1 or std with a min. climb of 220' per NM to 1400.

NEW RICHMOND. WI

NEW RICHMOND RGNL (RNH) ORIG 07354 (FAA)

NOTE: Rwv 14, multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. Rwv 32, vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.

OSCEOLA, WI

L.O. SIMENSTAD MUNI (OEO) ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.22, NA-environmental. NOTE: Rwy 10, multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL. Rwy 28, multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.



09295

OSHKOSH, WI

WITTMAN RGNL (OSH)

ORIG 08157 (FAA)

NOTE: Rwv 4, vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline. up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGI /869 MSI Rwv9 vehicle on road 620 from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223' from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles, beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL, Rwy 13, trees. buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway 350' left of centerline, 72' AGL/841' MSL, Rwy 22, vehicle on road 830' from departure end of runway, on centerline, 15' AGL/ 814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSI Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/ 883' MSL Rwy 27, trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and traffic signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL, Rwy 31, trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL, Rwv 36, antenna on building 551' from departure end

PARIS, IL

EDGAR COUNTY (PRG)

ORIG 07354 (FAA)

NOTE: Rwy 9, trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. Rwy 27, elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

of runway, 263' right of centerline, 14' AGL/803' MSL.

PARK FALLS, WI

PARK FALLS MUNI (PKF)

ORIG 99028 (FAA)

DEPARTURE PROCEDURE: Rwys 18, 36, climb runway heading to 3400 before turning east.

PAXTON, IL

PAXTON (1C1)

ORIG 86184 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 2400 before turning left. **Rwy 36**, climb runway heading to 2400 before turning right.

PEKIN, IL

PEKIN MUNI (CI5)

NOTE: **Rwy 9**, trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27**, rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

PEORIA, IL

GREATER PEORIA RGNL (PIA) ORIG 05076 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 126° to 1400 before turning left.

heading 126° to 1400 before turning left.

NOTE: Rwy 4, tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. Rwy 13, multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. Rwy 22, tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. Rwy 31, tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

MOUNT HAWLEY AUXILIARY (3MY) AMDT 2 09239 (FAA)

NOTE: Rwy 18, train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. Rwy 36, rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL.

PERU.IL

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS) ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 195° to 1400 before turning east.

PHILLIPS, WI

PRICE COUNTY (PBH) ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with climb of 240' per NM to 1800.



PLATTEVILLE. WI PLATTEVILLE MUNI (PVR)

ORIG 09239 (FAA)

NOTE: Rwy7, vehicle on road beginning 499' from DER. left to right of centerline, up to 15' AGL /1053' MSL

Pavilion 250' from DER 345' left of centerline 17' AGL/ 1039' MSL. Poles beginning 208' from DER, 438' left of centerline up to 37' AGI /1059' MSI. Trees beginning

224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline un to 29' AGI /1051' MSI Rwy 25, tree 91'

from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up

to 10' AGL/1009' MSL. Rwy 15, tree 1145' from DER. 620' right of centerline 52' AGL/1073' MSL Trees beginning 61' from DER 208' left of centerline up to 11' AGL/1032 MSL

PONTIAC, IL

PONTIAC MUNI (PNT)

ORIG 08213 (FAA)

NOTE: Rwv 24. multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway. 1040' right of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway. 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL POPLAR GROVE (C77)

ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: Rwv 30, 300-1 or std. with a min. climb of 310' per NM to 1000. Rwvs 9.12.17.27.35. NA.

PORTAGE, WI

PORTAGE MUNI (C47)

AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: Rwvs 17.22, 300-1 or std. with a

min, climb of 265' per NM to 1000.

PRAIRIE DU CHIEN. WI

PRAIRIE DU CHIEN MUNI (PDC)

AMDT 3 02332 (FAA) TAKE-OFF MINIMUMS: Rwy 29,32, 800-2 or std. with a

min, climb of 289' per NM to 1700. DEPARTURE PROCEDURE: Rwys 11,29,14,32, climb to

2000 before turning on course.

NOTE: Rwy 29, tower 9416' right of departure end of runway,300'AGL/1440'MSL.

PRAIRIE DU SAC. WI

SAUK-PRAIRIE (91C)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv36, std w/min_climb gradient of 221' per NM to 1700 or 1000-3 for climb in

visual conditions DEPARTURE PROCEDURE: Rwv36, climb heading 357° to 1700 before turning or for climb in visual

conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course. NOTE: Rwv 18. utility pole, 330'from departure end of

runway 325' right of centerline 19' AGI /839' MSI Trees beginning 802' from departure end of runway. 175' left of centerline, up to 100' AGL/919' MSL, Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL, Rwv 36. navigation light top 15' from departure end of runway 35' right of centerline, 2' AGL/833' MSL. Navigation light

top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL, Silo top 855' from

departure end of runway, 414' left of centerline, up to 33'

end of runway, 611' left of centerline, up to 60' AGL/891'

AGI /864' MSI Trees beginning 967' from departure

QUINCY, IL

QUINCY RGNL-BALDWIN FIELD (UIN) ORIG 07242 (FAA)

NOTE: Rwy 4, multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL, Rwy 18. multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. Rwy 22, tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. Rwy 36, multiple trees beginning 4' from departure end of runway, 165'

RACINE. WI

JOHN H. BATTEN (RAC) AMDT 4 84243 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.22, 300-1.

right of centerline, up to 91' AGL/820' MSL.

RANTOUL. IL

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FLD (TIP)

ORIG 08101 (FAA)

NOTE: Rwy 9, Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

REEDSBURG.WI

REEDSBURG MUNI (C35) AMDT 1 85325 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 400-1. Rwy 36, 300-1. DEPARTURE PROCEDURE: Rwy 25, climb to 2300 on runway heading before turning northbound. Rwy 36, climb to 2300 on runway heading before turning westbound.

RHINELANDER, WI

RHINELANDER-ONEIDA COUNTY (RHI) AMDT 3 98225 (FAA)

DEPARTURE PROCEDURE: Rwys 9, 15, climb runway heading to 3900 before turning north.



RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD) ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

conditions.
DEPARTURE PROCEDURE: **Rwy 1**, for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field

visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. Rwy 31, climb via heading 310° to 1900 before turning left.

NOTE: Rwy 13. trees 1550' from departure end of

NOTE: Rwy13, trees 1550 from departure end of runway, 200 right of centerline, 67 'AGL/1167' MSL. Rwy19, trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. Rwy31, trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)

AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: Rwys 9,17, NA. Rwy 27, 400-2 or std. with a min. climb of 491' per NM to 1300. Rwy 35, 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

ROBINSON MUNI (RSV)

ORIG 08269 (FAA)

NOTE: Rwy 9, trees 2285' from departure end of runway, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. Rwy 17, tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. Rwy 27, trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. Rwy 35, road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

ROCHELLE.IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: Rwy 7, tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD (3K6)

ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: Rwv 13. 300-1.

SALEM, IL

SALEM-LECKRONE (SLO) AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-2 or std. with a min. climb of 280' per NM to 900.

SHAWANO, WI

SHAWANO MUNI (EZS) AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: Rwy11,600-3 or std. w/min. climb of 329' per NM to 1600. Rwy17,300-2 or std. w/min. climb of 245' per NM to 1200. Rwy29,300-1½ or std. w/min. climb of 248' per NM to 1100. NOTE: Rwy11, tower 2 3 NM from departure end of

runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. Rwy 17, multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL, Elevator 5839' from departure end of runway, 738' right of centerline. 149' AGL/979' MSL, Rwy 29, multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019'MSL. Rwy 35, ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/ 869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway. 724' left of centerline, up to 100' AGL/909'

SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM) ORIG 07074 (FAA)

NOTE: Rwv 3, tree 1656' from departure end of runway. 780' left of centerline, 78' AGL/837' MSL, Rwv 13. multiple trees beginning 43' from departure end of runway, 9' left of centerline, up to 47' AGL/796' MSL. Road 966' from departure end of runway, 757' left of centerline, 15' AGL/764' MSL. Road 575' from departure end of runway, 650' right of centerline, 15' AGL/764' MSL. Rwv 21. road 19' from departure end of runway. 504' right of centerline, 15' AGL/764' MSL. Multiple trees beginning 230' from departure end of runway, 291' right of centerline, up to 73' AGL/789' MSL. Road 112' from departure end of runway, 529' left of centerline, 15' AGL/764' MSL. Obstruction light on localizer 157' from departure end of runway, 4' left of centerline, 11' AGL/ 750' MSL. Tree 1709' from departure end of runway, 177' left of centerline, 82' AGL/791' MSL. Rwy 31, road 58' from departure end of runway, 500' left of centerline, 15' AGL/774' MSL. Multiple trees and pole beginning 480' from departure end of runway, 56' left of centerline, up to 82' AGL/831' MSL. Tower 4680' from departure end of runway, 1017' left of centerline, 140' AGL/889' MSL. Tree 2302' from departure end of runway, 61' right of centerline, 72' AGL/821' MSL.



SHELL LAKE, WI

SHELL LAKE MUNI (SSO) ORIG 08045 (FAA)

TAKE-OFF MINIMI IMS: Rwv 14 200-11/2 or std w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 2001/ NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway Rwv32, 200-1 1/4 or std, w/min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200 / NM climb gradient takeoff must occur no later than 2000' prior to departure end of runway. NOTE: Rwv 14. Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/ 1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. Rwv 32. vehicle and road 84' from departure endof runway, 3' left of centerline, up to 15' AGL/1264' MSL, Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/ 1272' MSL. Trees 2467' from departure end of

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD ORIG 04106 (FAA)

runway, 853' right of centerline, up to 100' AGL/

1349 MSL. Trees 2645 from departure end of

runway, 100' left of centerline, up to 100' AGL/1419'

TAKE-OFF MINIMUMS: Rwy 18, 300-1.

SPARTA, WI

SPARTA/FORT MC COY (CMY) AMDT 1 90123 (FAA)

DEPARTURE PROCEDURE: Rwvs 1.11.29. climb on runway heading to 1400' before turning on course.

SPRINGFIELD.IL

ABRAHAM LINCOLN CAPITAL (SPI) ORIG 05300 (FAA)

NOTE: Rwy 4, multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. Rwv 13. bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL, Rwv 18, tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/ 659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM form departure end of runway, 1,2 NM left of centerline. 405' AGL/1000' MSL. Rwy 31, multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL, Rwv 36. multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670'

MSL. Rod on tower 2397' from departure end of runway 501 right of centerline 55 AGI /653 MSI

STERLING-ROCKEALLS.II.

WHITESIDE COUNTY-JOSEPH H. BITTORE FIELD (SQI)

ORIG 08325 (FAA)

NOTE: Rwy7, elevator 3095' from departure end of runway 1099 right of centerline 91 AGI /741 MSI Rwv 18, vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL, Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway. 120' right of centerline, 29' AGL/669' MSL, Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. Rwy 25, multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL. Rwy 36, vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL, Tree 564' from departure end of runway, 103' right of centerline, 11' AGI /662'MSI

STEVENS POINT, WI

STEVENS POINT MUNI (STE) ORIG 09015 (FAA)

NOTE: Rwv 3, trees beginning 1175' from departure end

of runway, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from departure end of runway 556' right of centerline, 62' AGL/1181' MSL. Rwv 21, trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline unto 45' AGI /1153' MSI Rwv 12, noles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL, Trees beginning 757' from departure end of runway, 27' right of centerline. up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. Rwv 30, building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL, Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81'AGL/1210'MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE) ORIG 07242 (FAA)

DEPARTURE PROCEDURE: Rwy 2, climb heading 016° to 1700 before turning east.

NOTE: Rwy 2, 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. Rwy 10, 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. Rwy 20, multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. Rwy 28, vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.



SUPERIOR.WI

RICHARD I BONG (SUW) AMDT 5 98281 (FAA)

DEPARTURE PROCÉDURE: Rwv 3. climb runwav heading to 2500 before turning west Rwv 31, climb runway heading to 2500 before turning north

TAYLORVILLE, IL

TAYLORVILLE MUNI (TAZ)

ORIG 05300 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27. NA-no survey

NOTE: Rwv 18, numerous trees 1000' from departure end of runway from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL, Rwy 36. numerous trees 1580' from departure end of runway. from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAHAWK, WI

TOMAHAWK RGNL (TKV)

ORIG 08269 (FAA)

NOTE: Rwv 9, tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. Rwy 27, tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL, Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGI /1495'MSI

VIROQUA, WI

VIROQUA MUNI (Y51)

ORIG-A 07298 (FAA)

TAKE-OFF MINIMUMS: Rwvs 2.20. NA-unsurveved turfrunways. Rwy 11, NA. Obstacle.

VOLK FIELD (KVOK)

CAMP DOUGLAS, WI. 07186

TAKE-OFF OBSTACLES: Rwv 27: Trees 80 AGL/1019' MSL, 2537' from DER, 983' right of centerline, Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. Rwy 9: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline

WATERTOWN, WI

WATERTOWN MUNI (RYV)

DEPARTURE PROCEDURE: Rwy 5, climb runway heading to 2500 before heading west, Rwy 29, climb runway heading to 2500 before turning north.

WAUKESHA WI

WAUKESHA COUNTY (UES) AMDT 6 09127(FAA)

TAKE-OFF MINIMUMS: Rwv 10, 400-21/2 or std. with a min_climb of 316' per NM to 1400 NOTE: Rwy 10, light pole 146' from DER, 326' left of

centerline 9'AGI /918'MSI Light pole 560'from DER 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER 275' left of centerline 16' AGI / 925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER 16' left of centerline up to 54'AGL/983'MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL, Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline 272' AGI /1238' MSI Rwy 18, vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSI_Bush 746' from DER_107' right of centerline_9' AGL/938' MSL, Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL, Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/ 956 MSI Pole 1976 from DER 304 left of centerline 48' AGI /967' MSI Pole 2026' from DER 196' right of centerline, 62' AGL/981' MSL, Tower 2010' from DER. 932' left of centerline 66' AGL/984' MSL Rod on stack 4489' from DER 657' left of centerline 118' AGL /1037' MSL, Rwy 28, vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL, Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL, Rwv 36, rod on pole 401' from DER, 555' left of centerline, 46' AGL/ 945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL, Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI

WAUPACA MUNI (PCZ)

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: Rwv 28, 300-2 or std with a min, climb of 317' per NM to 1300.

NOTES: Rwv 10, trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. Rwy 13. road and vehicle 240' from departure end of runway. 275' right of centerline, 29' AGL/832' MSL, Rwy 28. trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL, Rwv 31, trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI

WAUSAU DOWNTOWN (AUW)

AMDT 4 86044 (FAA)

TAKE-OFF MINIMUMS: Rwy 30, 300-1. Rwy 4, 400-1. Rwy 12, 300-1. Rwy 22, 700-1. DEPARTURE PROCEDURE: All runways: West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course.

Rwy 4, North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.

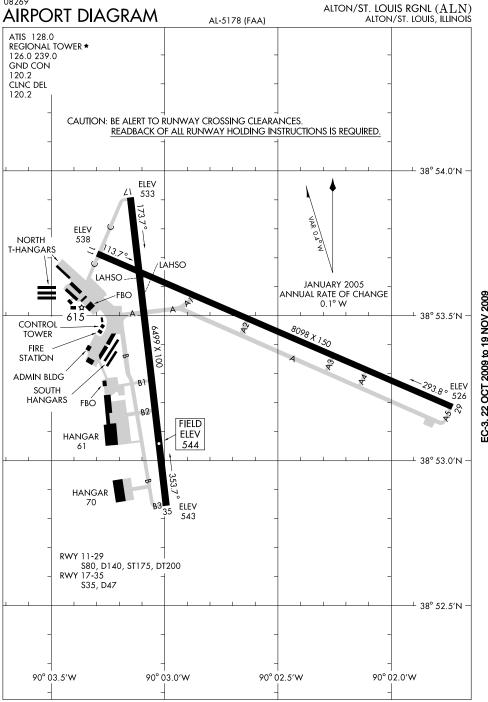


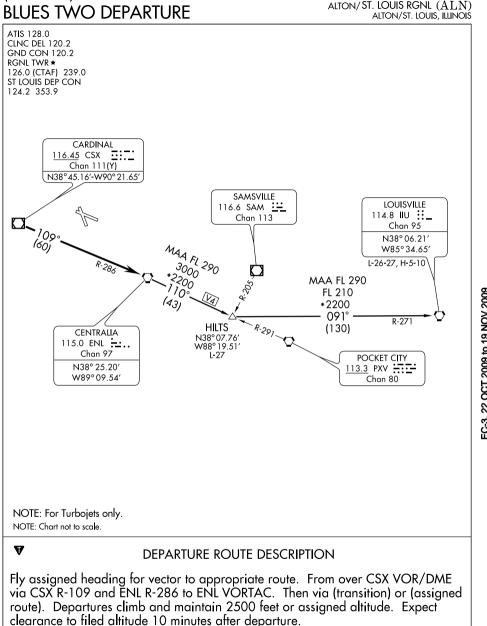
WAUTOMA, WI WAUTOMA MUNI (Y50)

ORIG 98225 (FAA)

DEPARTURE PROCEDURE: Rwy 31, climb runway heading to 1800 before turning north.

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SL-51/8 (FAA)

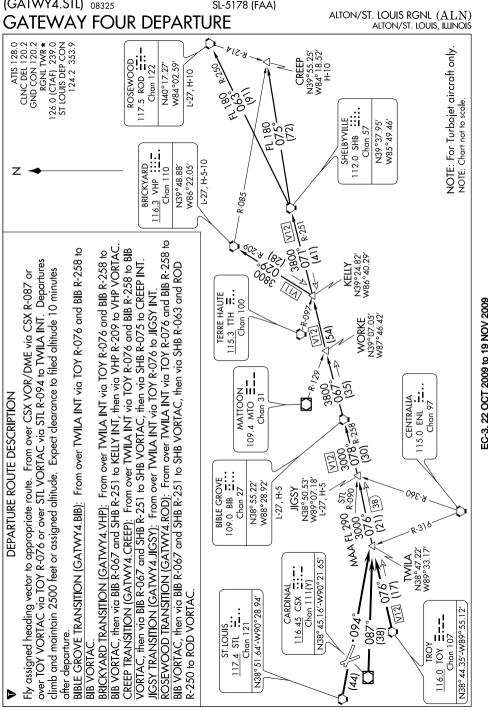
(BLUES2.STL) 08269

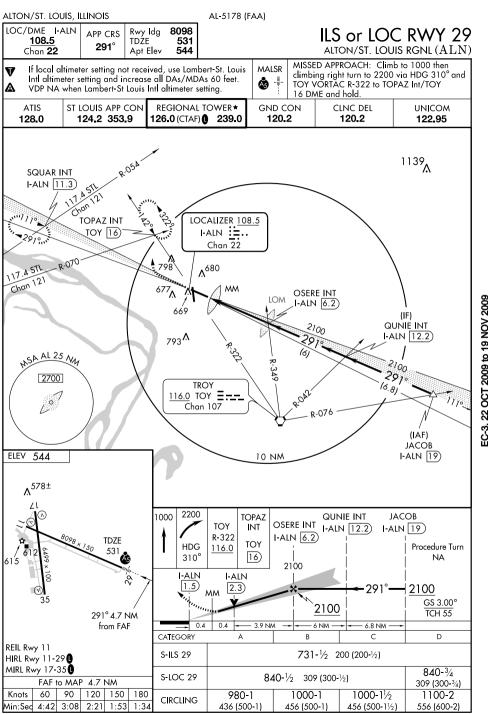
HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

(CARDS7.STL) 08325 SL-5178 (FAA) ALTON/ST. LOUIS RGNL (ALN) CARDS SEVEN DEPARTURE ALTON/ST. LOUIS. ILLINOIS ATIS 128.0 CLNC DEL 120.2 GND CON 120.2 RGNL TWR ★ BRADFORD 126.0 (CTAF) 239.0 114.7 BDF 🚞 ST LOUIS DEP CON Chan 94 124.2 353.9 N41° 09.58′-W89° 35.27 L-27. H-5 **NFFNS** N40°14.89′ W90°31.90′ 1-27 SPINNER **SKUTR** QUINCY 112.7 SPI ::--N40° 04.10′ W90° 03.66′ 113.6 UIN <u>::</u> 8 R-050 Chan 74 Chan 83 N39° 50.38′-W89°40.66′ L-27, H-5 EC-3 22 OCT 2009 to 19 NOV 2009 MYKEY N39°23.05′ W90°25.92′ **SKYPE** DEECE N39°21.64′ N39°22.12' LEBOY-W90°13.43′ W90°33.17′ N39°26.00' W90°34.38′ L-27 **TEWHY** N39°19.37′ W90°00.33' ST. LOUIS <u>117.4</u> STL <u>∺</u>. Chan 121 CARDINAL 11<u>6.45</u> CSX Chan 111(Y) N38°45.16′-W90° 21.65′ TAKE-OFF MINIMUMS: Rwys 11,17, 29, 35; STANDARD. TAKE-OFF OBSTACLE NOTES: Rwy 11: Tree 1876' from DER, 834' left of centerline, 65' AGL/575' MSL. Light Pole 1067' from DER, 667' left of centerline, 25' AGL/554' MSL. Rwy 17: Multiple Trees beginning 1520' from DER, 859' right of centerline, 82' AGL/621' MSL. Tree 1794' from DER, 410' left of centerline, 59' AGL/598' MSL. Rwy 29: Multiple Trees beginning 1318' from DER, 494' left of centerline, 59' AGL/579' MSL. Light Pole 663' from DER, 528' left of centerline, 10' AGL/559' MSL. Tree 1481' from DER, 501' right of centerline, 66' AGL/578' MSL. Rwy 35: Multiple trees and Light Pole beginning 980' from DER, 574' left of centerline, 67' AGL/596' MSL. NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE) NOTE: DME and RADAR REQUIRED.

(CARDS7.STL) 07298 SL-5178 (FAA) ALTON/ST. LOUIS RGNL (ALN) CARDS SEVEN DEPARTURE ALTON/ST. LOUIS, ILLINOIS V DEPARTURE ROUTE DESCRIPTION Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC. LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT. NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT. SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC. EC-3 22 OCT 2009 to 19 NOV 2009



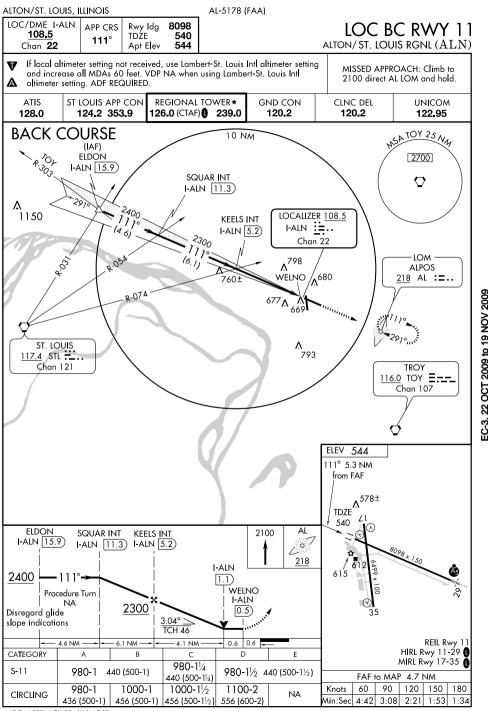


(LINDY2.51L) 08325 SL-5178 (FAA) ALTON/ST. LOUIS RGNL (ALN) LINDBERGH TWO DEPARTURE ALTON/ST. LOUIS. ILLINOIŚ ATIS 128.0 **KLAIR CLNC DEL 120.2** N38° 24.67′ **GND CON 120.2** ST. LOUIS W91° 09.61′ RGNL TWR ★ 117.4 STL :::. 126.0 (CTAF) 239.0 (SAGME) Chan 121 ST LOUIS DEP CON N38° 18.78′ W90° 58.09′ N38° 51.64′-W90° 28.94′ 124.2 353.9 RO53 933 (SAJOY) N38° 11.75′ W90°33.36′ VICHY 117.7 VIH ::... R-103 (SAGZA) Chan 124 N38° 13.67′ WESCO N38° 09.24′-W91° 42.41′ N38° 01.28′ W91° 13.40′ W90° 45.13′ L-16. H-5 % (SALHU) N37°35.66′ W91° 01.05′ **MYERZ** MAPLES N37°11.90' 113.4 MAP :=_ W90° 39.85' Chan 81 H-5 N37°35.45′-W91° 47.31′ MALDEN L-16 111.2 MAW :=__ Chan 49 N36° 33.31′-W89° 54.68′ L-16, H-6 WALNUT RIDGE LITTLE ROCK 114.5 ARG :=. 113.9 LIT :-Chan 86 Chan 92 N36°06.60′-W90°57.22′ N34° 40.66′-W92° 10.83′ L-16, H-6 L-18, H-6 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure. LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC. MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC. MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAO VORTAC.

EC.3 22 OCT 2009 to 19 NOV 2009

to MYERZ INT.
VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.
WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184



ALTON/ST. LOUIS, ILLINOIS AL-5178 (FAA) Rwy Ida 6499 NDB RWY 17 APP CRS NDB CVM TDŹE 542 263 186° ALTON/ST. LOUIS RGNL (ALN)Apt Elev 544 If local altimeter setting not received, use Lambert-St. Louis Intl altimeter V MISSED APPROACH: Climbing left turn setting and increase all MDAs 60 feet. Dorsy fix minimums not authorized to 2200 in CVM NDB holding pattern. A when using Lambert-St. Louis Intl altimeter setting. ATIS ST LOUIS APP CON REGIONAL TOWER★ GND CON CLNC DEL UNICOM 128.0 124.2 353.9 126.0 (CTAF) 0 239.0 120.2 120.2 122.95 MSA CVM 25 Ny 2700 ۸ 0 964 OHM **PRAYS** STL 30) DORSY 2200 INT 101 798 1049 680 117.4 STL Chan 121 EC-3 22 OCT 2009 to 19 NOV 2009 677<u>/</u>1 R-076 IAF -669 CIVIC MEMORIAL 1049 263 CVM <u>-:</u>= ₇₉₃ ^ TROY 116.0 TOY = ___ __ Chan 107 ELEV 544 186° to 2200 CVM CVM NDB Remain NDB within 10 NM 0 ۸^{578±} 263 006°, **TDZE** 11 542 (N) DORSY 2200 INT 186° ∠ 3.23° TCH 45 VGSI and descent 6499 1380 615 angles not coincident. CATEGORY С D 1380-1 1380-11/4 1380-21/2 1380-23/4 35 S-17 838 (900-1) 838 (900-11/4) 838 (900-21/2) 838 (900-23/4) 1380-23/4 1380 - 11380-11/4 1380-21/2 CIRCLING 836 (900-1) 836 (900-11/4) 836 (900-21/2) 836 (900-23/4) DORSY FIX MINIMUMS 1120-13/4 1120-11/2 S-17 1120 - 1578 (600-1) REIL Rwy 11 578 (600-11/2) 578 (600-134) HIRL Rwy 11-29 1 $1120-1\frac{1}{2}$ 1120-2 CIRCLING 1120-1 576 (600-1) MIRL Rwy 17-35 576 (600-1½) 576 (600-2)

(OZARK3.STL) 08325 SL-5178 (FAA) ALTON/ST. LOUIS RGNL (ALN) **OZARK THREE DEPARTURE** ALTON/ST. LOUIS. ILLINOIŚ ATIS 128.0 **CLNC DEL 120.2 GND CON 120.2** RGNL TWR ★ 126.0 (CTAF) 239.0 MACON ST LOUIS DEP CON 112.9 MCM **ΞΞ-**• 124.2 353.9 Chan 76 N39°39.24′-W92°28.93′ Óς SCHMD N39°05.96′ W91°04.21′ EC.3 22 OCT 2009 to 19 NOV 2009 R-095 8000 V4 * 2500 (46)281° (32)CABIT HALLSVILLE N38°58.00′ W91°09.13′ 114.2 HLV :∷∴ ST. LOUIS Chan 89 117.4 STL :: N39°06.81′-W92°07.69′ Chan 121 L-27 N38° 51.64′-W90° 28.94′

TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: DME and RADAR REQUIRED NOTE: Chart not to scale.

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♥ DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281

and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

(PLESS 1.51L) 08325 SL-5178 (FAA) ALTON/ST. LOUIS RGNL (ALN) PLESS ONE DEPARTURE ALTON/ST. LOUIS. ILLINOIŚ ATIS 128.0 **CLNC DEL 120.2** ST. LOUIS GND CON 120.2 117.4 STL ∺ .. RGNL TWR ★ Chan 121 126.0 (CTAF) 239.0 ST LOUIS DEP CON N38° 51.64′ 124.2 353.9 W90° 28.94' CENTRALIA 115.0 ENL :... Chan 97 POCKET CITY 113.3 PXV Chan 80 **PLESS** N37°48.58' W88° 57.80′ R-245 R-081 DENNI N37°37.38′ W88° 42.06′ **FARMINGTON** 115.7 FAM :== H-5 Chan 104 **NASHVILLE**

▼ DEPARTURE ROUTE DESCIPTION

NOTE: For Turbojets only.

NOTE: Chart not to scale.

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

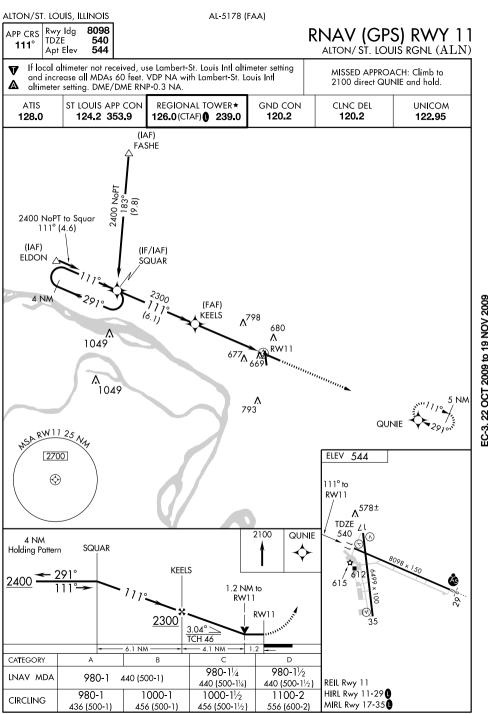
114.1 BNA Chan 88

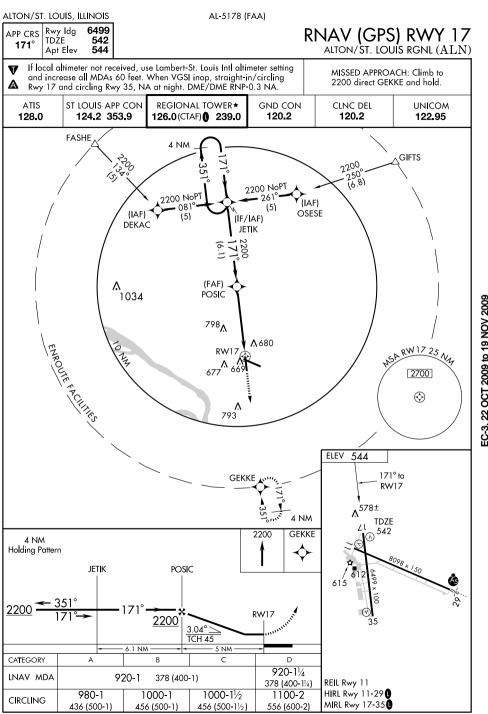
N36° 08.22′
W86° 41.09′

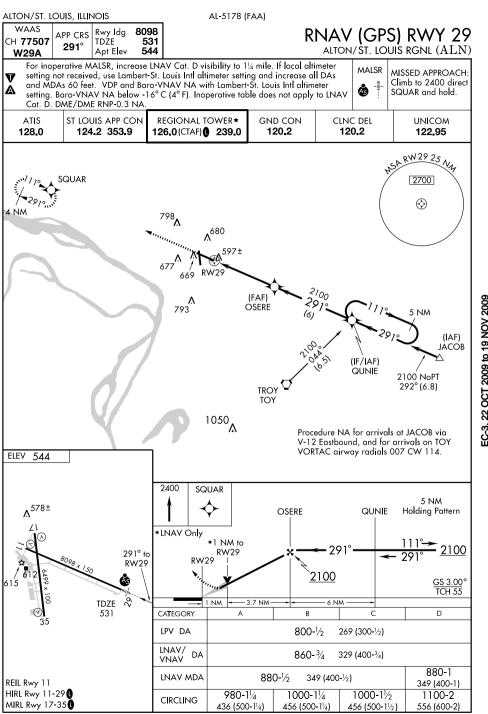
L-16, H-6-9

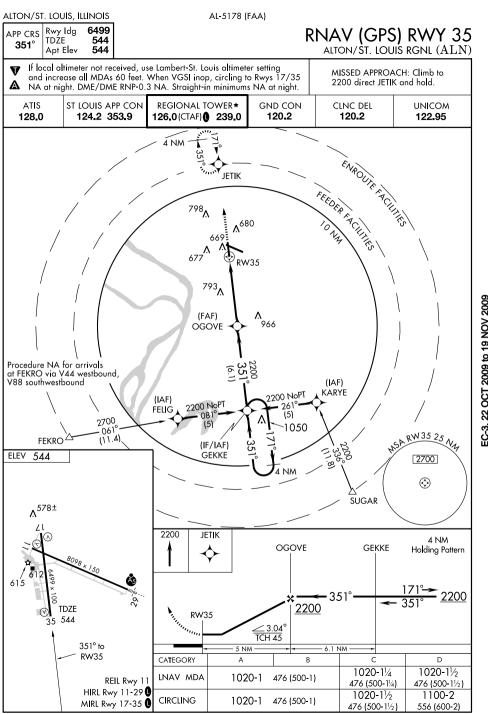
<u>DENNI TRANSITION (PLESS1.DENNI):</u> From over PLESS INT, via STL R-130 to DENNI INT.

 $\frac{\text{NASHVILLE TRANSITION (PLESS1.BNA):}}{\text{and BNA R-315 to BNA VORTAC.}} \ \ \, \text{From over PLESS INT, via STL R-130}$









(TURBO5.STL) 08325 SL-5178 (FAA) ALTON/ST. LOUIS RGNL (ALN) TURBO FIVE DEPARTURE ALTON/ST. LOUIS. ILLINOIS ATIS 128.0 CLNC DEL 120.2 **GND CON 120.2** SPINNER RGNL TWR ★ 8000 112.7 SPI :: 126.0 (CTAF) 239.0 *2300 Chan 74 WOOBL ST LOUIS DEP CON (25) R-252 072 N39° 37.79′ 124.2 353.9 W89° 22.21′ CARDINAL DECATUR 117.2 DEC -Chan 111(Y) Chan 119 VANDALIA N39°44 25' N38° 45.16′ 114.3 VLA :::-W90° 21.65′ W88° 51.38′ Chan 90 L-27, H-5 R-283 **FRALE** N39° 14.55′ W89° 48.72′ CENTRALIA SAMSVILLE 115.0 ENL :... 116.6 SAM := Chan 97 Chan 113 N38° 25.20′ W89°09.54' 22 OCT 2009 to 19 NOV 2009 VANTS L-27, H-5 N38° 20.00′ W89° 42.96′ 6000 R-255 6000 *2100 *2000 075 (10) R-244 **LEEAN** N38° 17.96′ THOMP W89° 55.83′ N37° 59.57′ W88° 53.34′ ZEROJ 9000 9000 *2100 N38° 12.25' (4) W89° 50.47′ * 2000 091° 91 WEDDG 091°-(38)SPORT R-271 N38° 03.30′ (54)N38° 01.89′ W90° 16.70′ W89° 40.78′ 9000 R-262-POCKET CITY MRA 113.3 PXV :::: **GENTS FARMINGTON** Chan 80 N37° 43.80′ 115.7 FAM ::-N37°55.70′ MARION W89° 23.99′ Chan 104 110.4 MWA := W87°45.74' L-16 N37°40.41′ Chan 41 L-16, H-5 W90° 14.04' L-16. H-5 CAPE GIRARDEAU 112.9 CGI == Chan 76 TAKE-OFF MINIMUMS: Rwy 11,17,29,35 STANDARD. NOTE: RADAR Required. NOTE: For Turboprop/Prop Aircraft only. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(TURBO5.STL) 07298 SL-5178 (FAA) ALTON/ST. LOUIS RGNL (ALN) TURBO FIVE DEPARTURE

ALTON/ST. LOUIS. ILLINOIS

22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC. DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX

R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX

R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via

CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES:

Rwy 11: Tree 1876' from DER, 834' left of centerline, 65' AGL/575' MSL. Light Pole 1067' from DER, 667' left of centerline, 25' AGL/554' MSL.

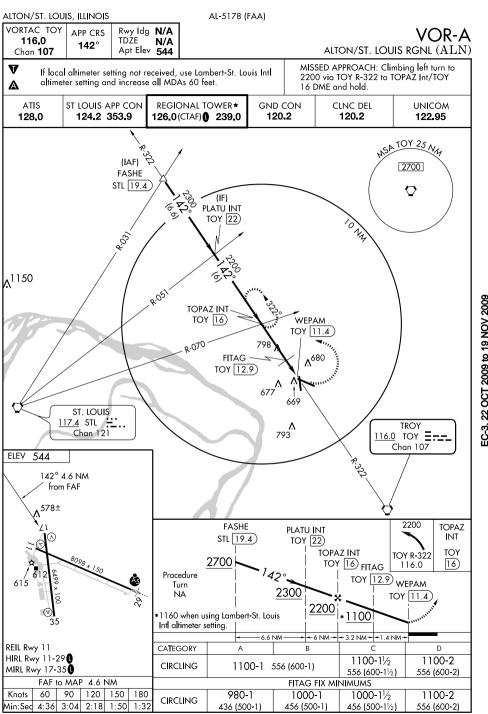
Rwy 17: Multiple Trees beginning 1520' from DER, 859' right of centerline, 82' AGL/621' MSL.

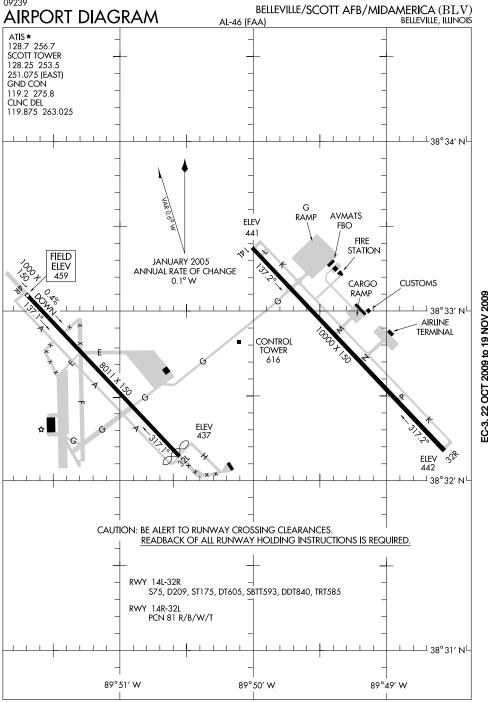
Tree 1794' from DER, 410' left of centerline, 59' AGL/598' MSL.

Rwy 29: Multiple Trees beginning 1318' from DER, 494' left of centerline, 59' AGL/579' MSL. Light Pole 663' from DER, 528' left of centerline, 10' AGL/559' MSL. Tree 1481' from DER, 501' right of centerline, 66' AGL/578' MSL.

Rwy 35: Multiple Trees and Light Pole beginning 980' from DER, 574' left of centerline,

67' AGL/596' MSL.





(BLUES2.STL) 09183 BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV) **BLUES TWO DEPARTURE** SL-46 (FAA) BELLEVILLE, ILLINOIŚ ATIS * 128.7 256.7 CLNC DEL 119.875 263.025 **GND CON** 119.2 275.8 SCOTT TOWER 128.25 253.5 ST LOUIS DEP CON 125.2 281.5 CARDINAL Chan 111(Y) N38°45.16′-W90°21.65′ SAMSVILLE LOUISVILLE 116.6 SAM ::: 114.8 **II**U 👯 Chan 113 Chan 95 •109° 160j N38° 06.21′ MAA FI 290 W85° 34.65′ 3000 L-26-27, H-5-10 2200 MAA FL 290 FL 210 1431 *2200 091° R-271 R-291_ HILTS (130)CENTRALIA N38° 07.76' 115.0 ENL :-.. W88° 19.51′ Chan 97 POCKET CITY N38° 25.20′ 113.3 PXV :--W89° 09.54' Chan 80 NOTE: For Turboiets only. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect

EC.3 22 OCT 2009 to 19 NOV 2009

clearance to filed altitude 10 minutes after departure. HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to

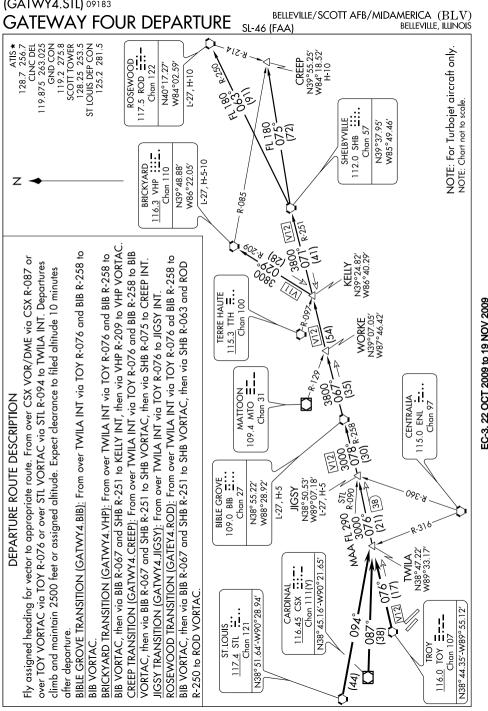
HILTS INT. LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

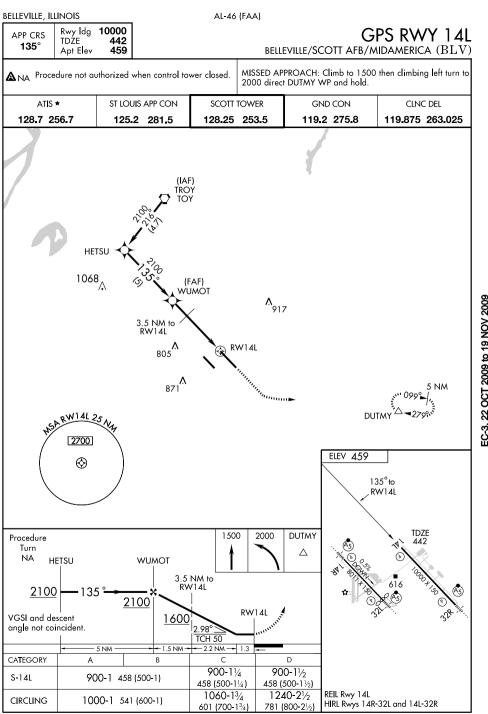
(CARDS7.STL) 09183 BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV) CARDS SEVEN DEPARTURE SL-46 (FAA) BELLEVILLE. ILLINOIS ATIS★ 128.7 256.7 CLNC DEL 119.875 263.025 BRADFORD GND CON 114.7 BDF 🚞 119.2 275.8 SCOTT TOWER Chan 94 128.25 253.5 N41° 09.58′-W89° 35.27 ST LOUIS DEP CON L-27. H-5 **NFFNS** 125.2 281.5 N40°14.89′ W90°31.90′ 1-27 SPINNER **SKUTR** QUINCY N40° 04.10′ W90° 03.66 112.7 SPI :--113.6 UIN <u>::</u> 8 Chan 74 Chan 83 N39° 50.38′-W89°40.66′ L-27, H-5 MYKEY N39°23.05′ W90°25.92′ **SKYPE** DEECE N39°21.64′ N39°22.12' **LEBOY** W90°13.43′ W90°33.17' N39°26.00' W90°34.38′ L-27 **TEWHY** N39°19.37' W90°00.33′ ST. LOUIS <u>117.4</u> STL <u>∺</u>. Chan 121 CARDINAL 116.45 CSX **Ξ**: Chan 111(Y) N38°45.16′-W90° 21.65′ TAKE-OFF MINIMUMS: NOTE: Chart not to scale. Rwys 14L.14R. 32L. 32R: STANDARD. NOTE: DME and Radar Required. DEPARTURE ROUTE DESCRIPTION Expect vectors to appropriate route, expect filed altitude 10 minutes after departure. BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC. LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT. NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX

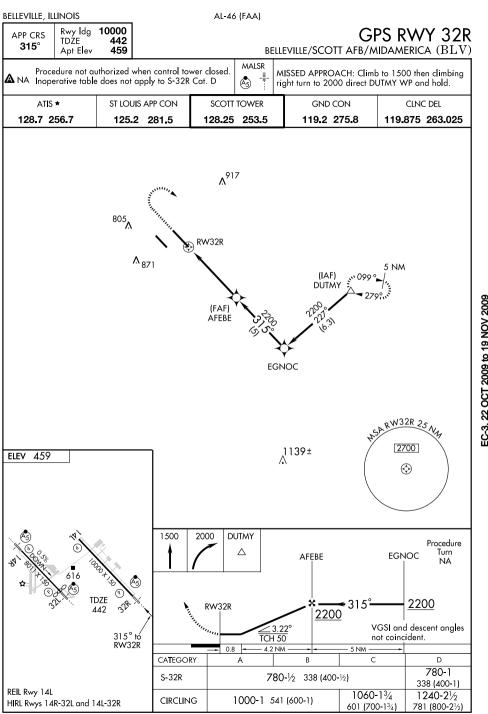
EC-3 22 OCT 2009 to 19 NOV 2009

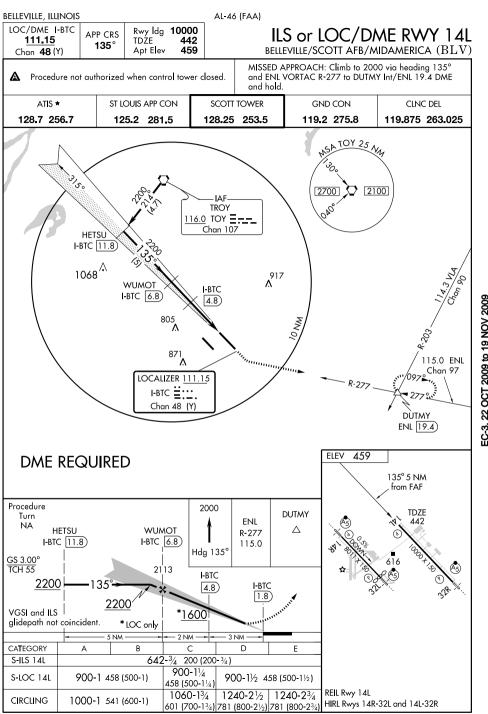
R-355 to NEENS INT.

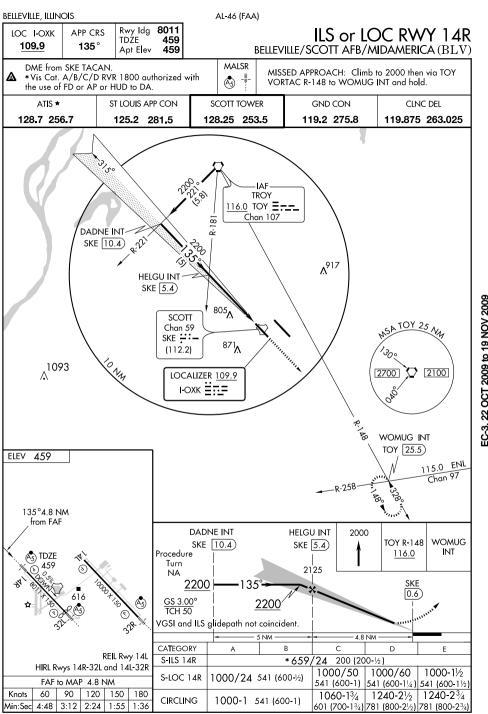
SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

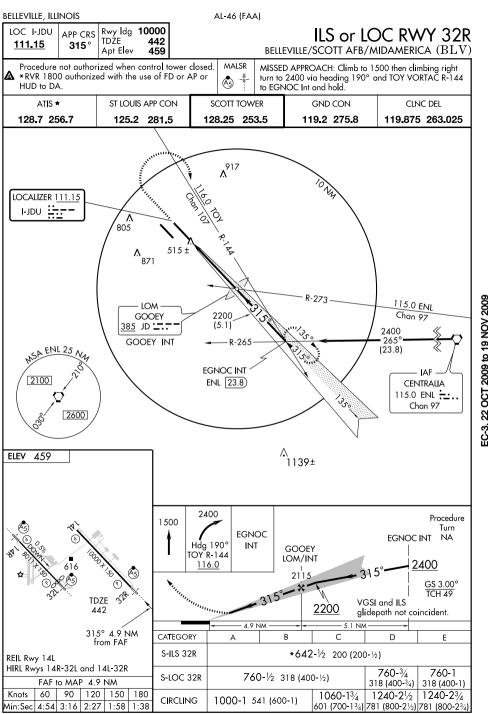


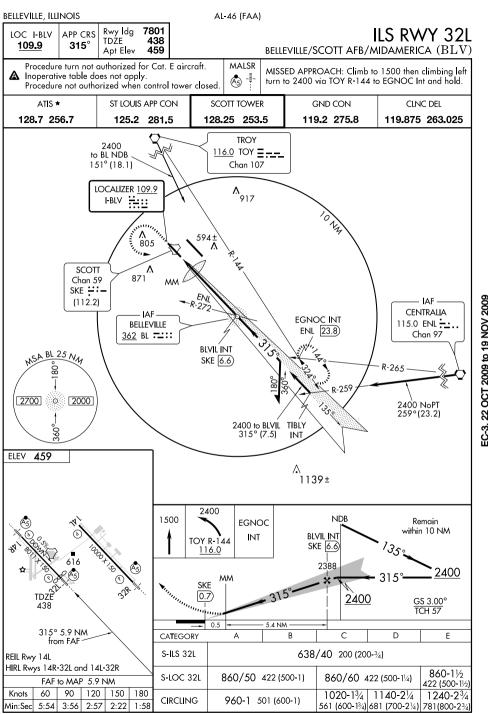












(LINDY2.51L) 09183 SL-46 (FAA) BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV) LINDBERGH TWO DEPARTURE BELLEVILLE, ILLINOIS ATIS★ **KLAIR** 128.7 256.7 N38° 24.67′ CLNC DEL ST. LOUIS W91° 09.61′ 119.875 263.025 117.4 STL ::.. GND CON (SAGME) Chan 121 119.2 275.8 N38° 18.78′ W90° 58.09′ N38° 51.64′-W90° 28.94′ SCOTT TOWER 128.25 253.5 6023 533. (SAJOY) ST LOUIS DEP CON 125.2 281.5 N38° 11.75′ W90°33.36′ VICHY 117.7 VIH :::-R-103 (SAGZA) Chan 124 N38° 13.67′ WESCO N38° 09.24′-W91° 42.41′ N38° 01.28′ W91° 13.40′ W90° 45.13′ L-16. H-5 ő'n (SALHU) N37°35.66′ W91° 01.05′ **MYERZ** MAPLES N37°11.90' 113.4 MAP :=_ W90° 39.85' Chan 81 H-5 N37°35.45′-W91° 47.31′ MALDEN L-16 111.2 MAW :=_ Chan 49 N36° 33.31′-W89° 54.68′ L-16, H-6 WALNUT RIDGE LITTLE ROCK 114.5 ARG :=. 113.9 LIT :-Chan 86 Chan 92 N36°06.60′-W90°57.22′ N34° 40.66′-W92° 10.83′ L-16, H-6 L-18, H-6 NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and

LIT R-013 to LIT VORTAC. MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to

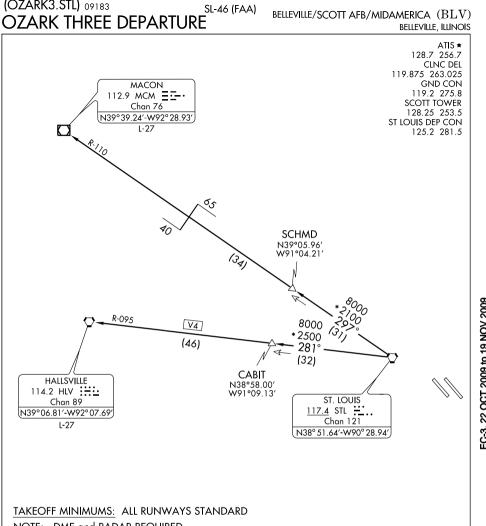
MYERZ INT, then via MAW R-314 to MAW VORTAC. MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to

WESCO INT, then via MAP R-040 to MAP VORTAC. MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to

MYERZ INT. VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR

INT, then via VIH R-053 to VIH VOR/DME. WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

22 OCT 2009 to 19 NOV 2009



NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

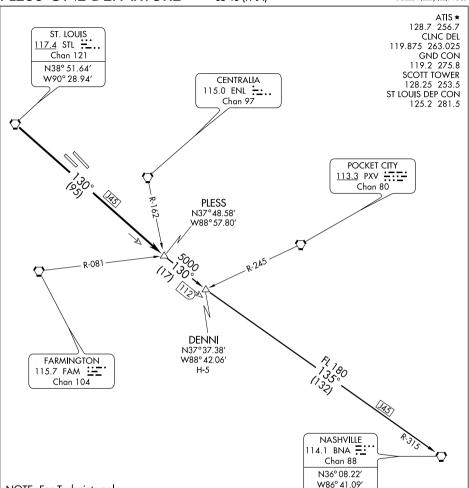
HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

PLESS ONE DEPARTURE

SL-46 (FAA)

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS



EC.3 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

L-16, H-6-9

NOTE: For Turbojets only.

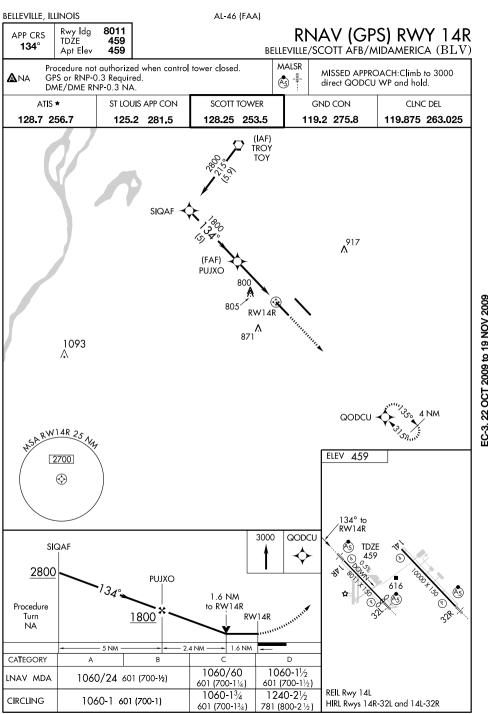
NOTE: Chart not to scale.

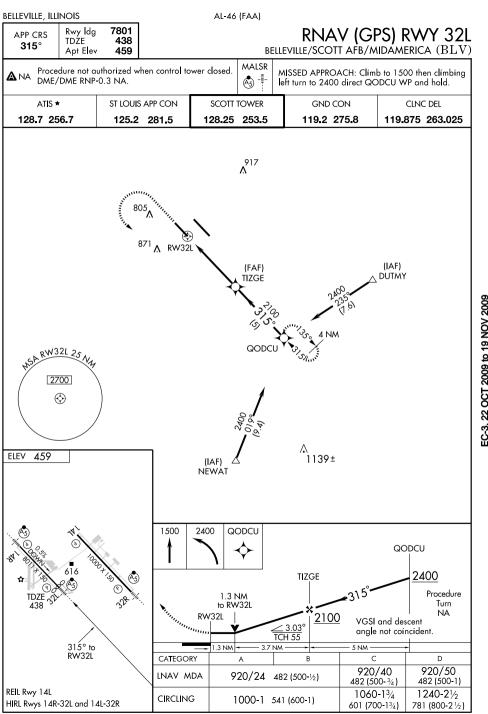
Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

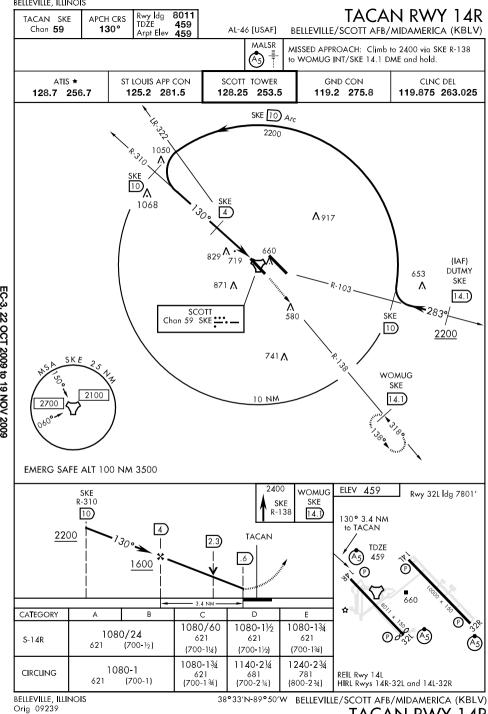
DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to

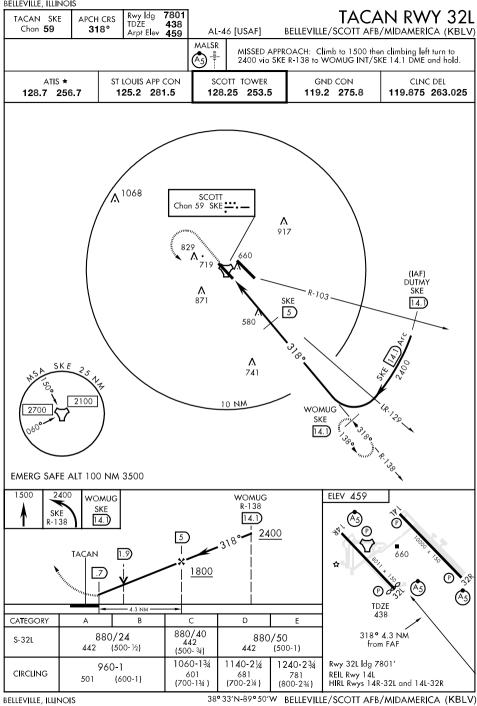
<u>DENNI TRANSITION (PLESS1.DEN</u>NI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

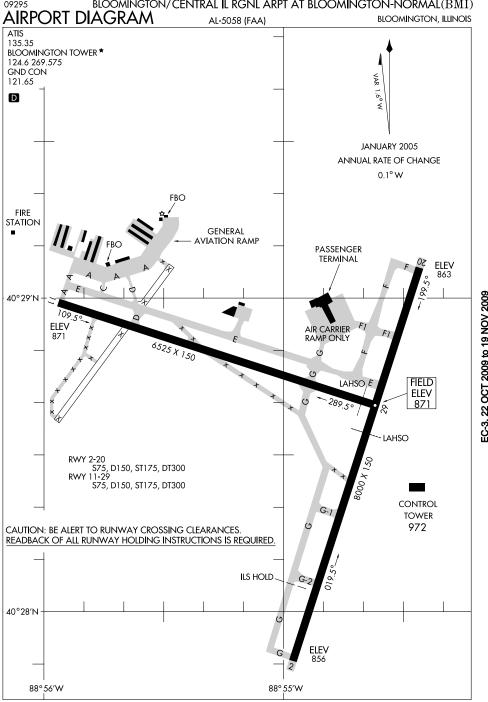


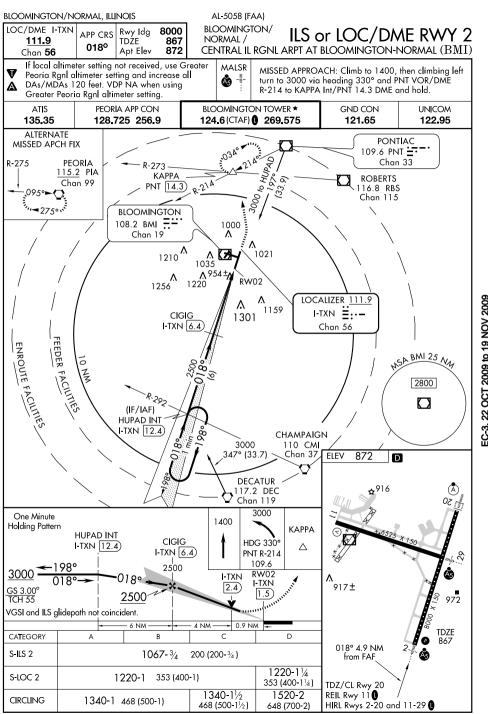


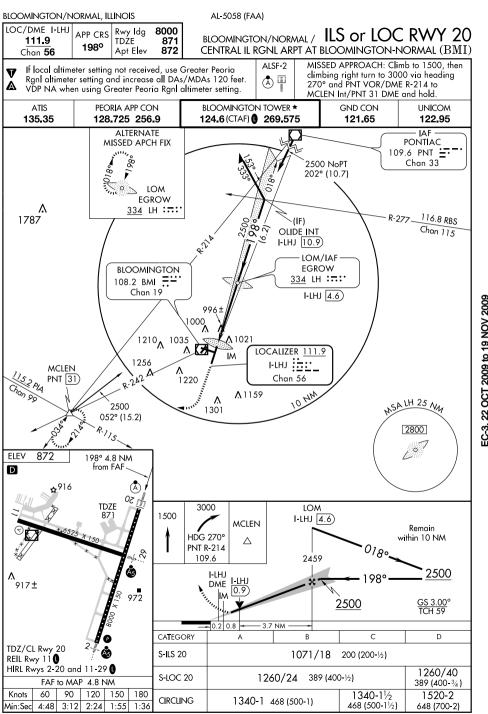


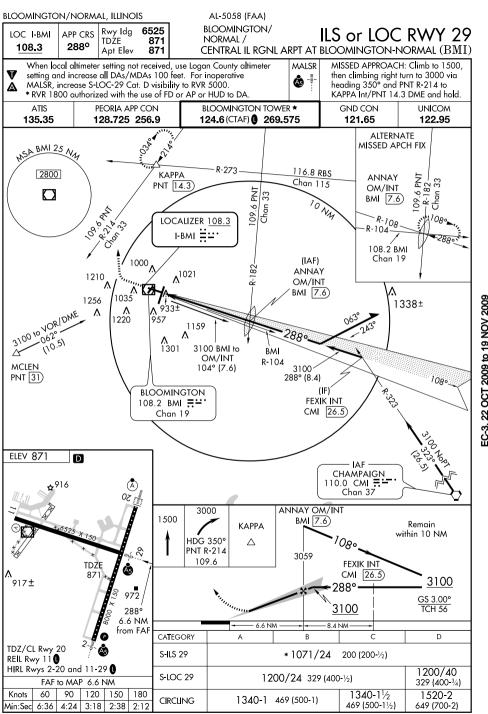


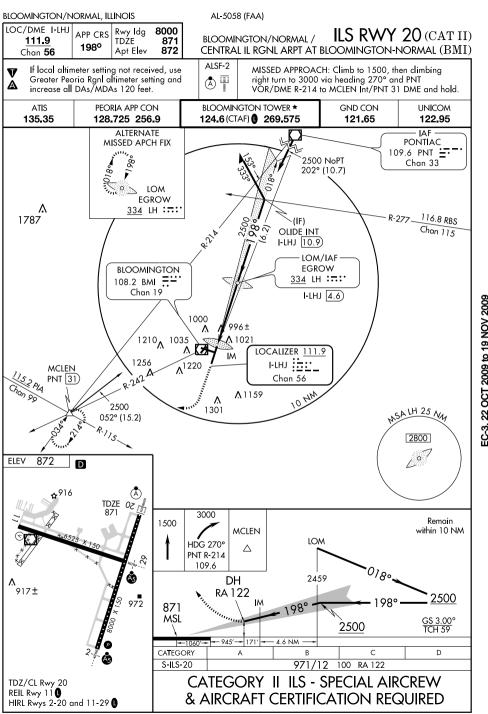
EC-3, 22 OCT 2009 to 19 NOV 2009

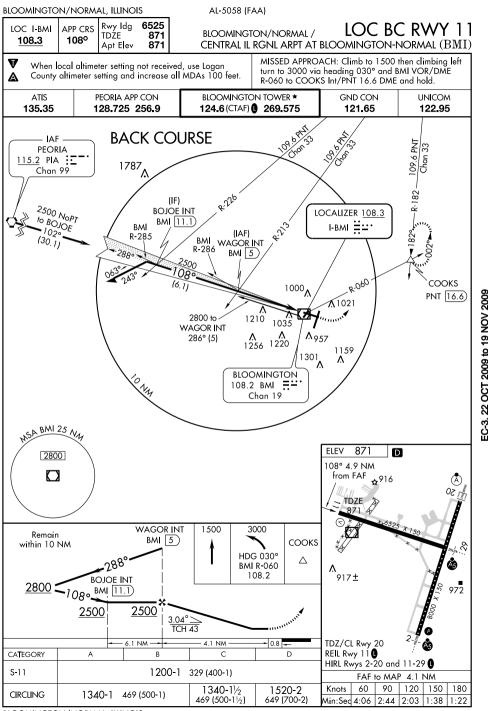


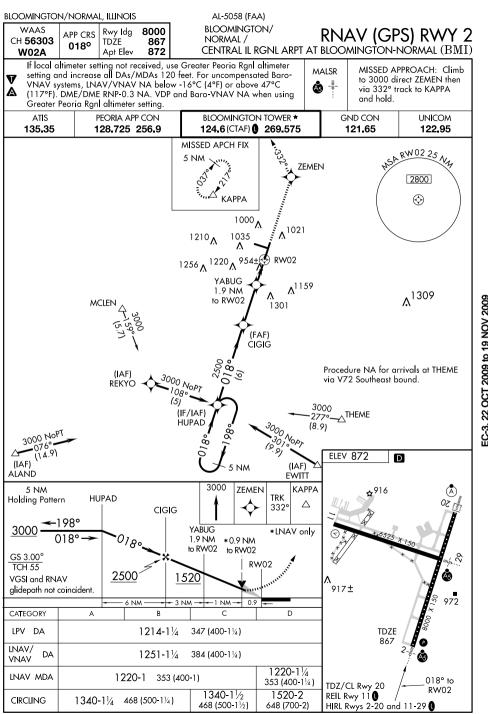


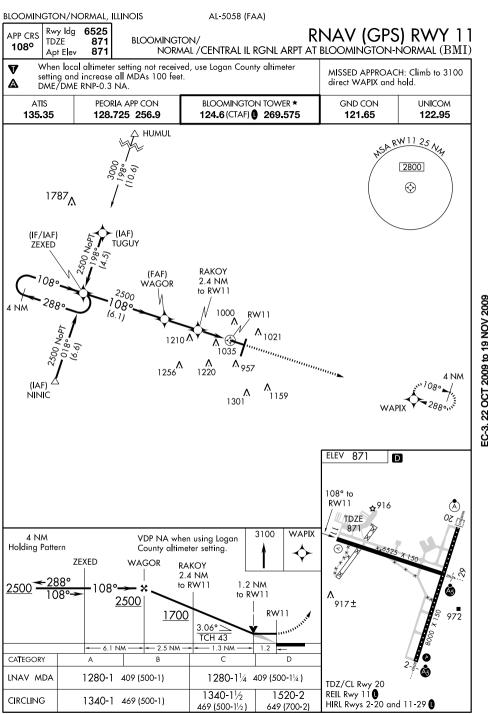


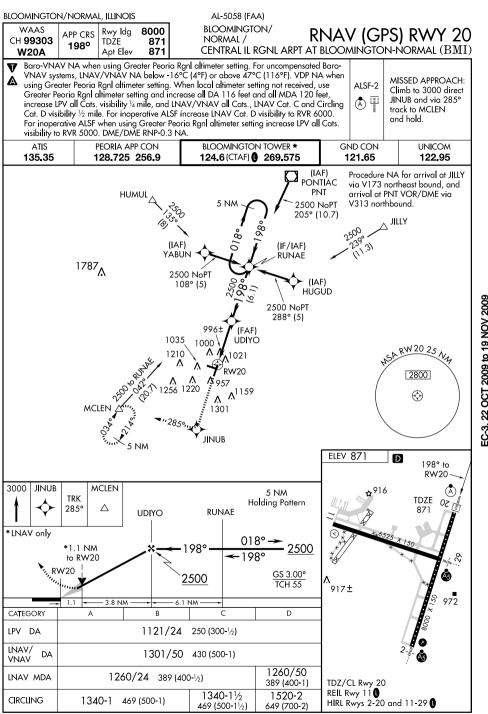


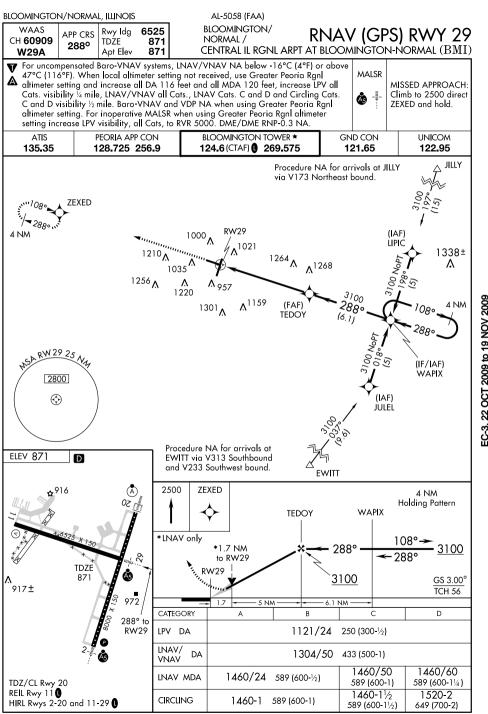


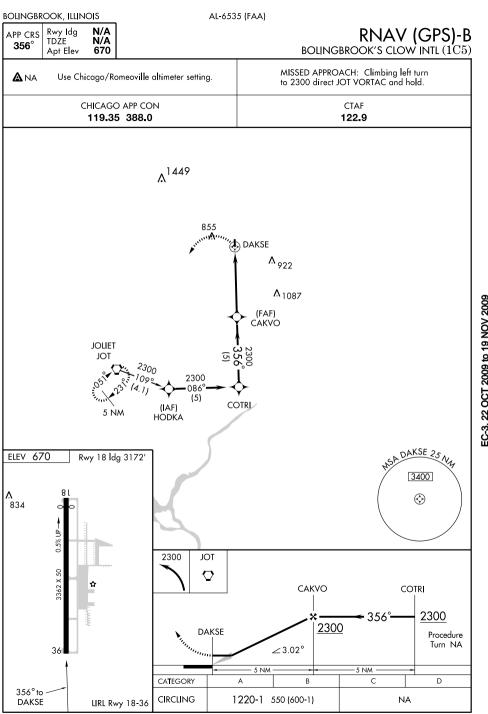


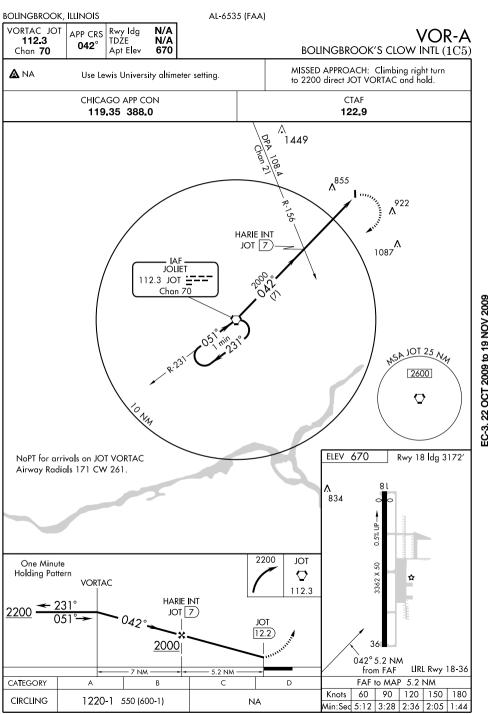


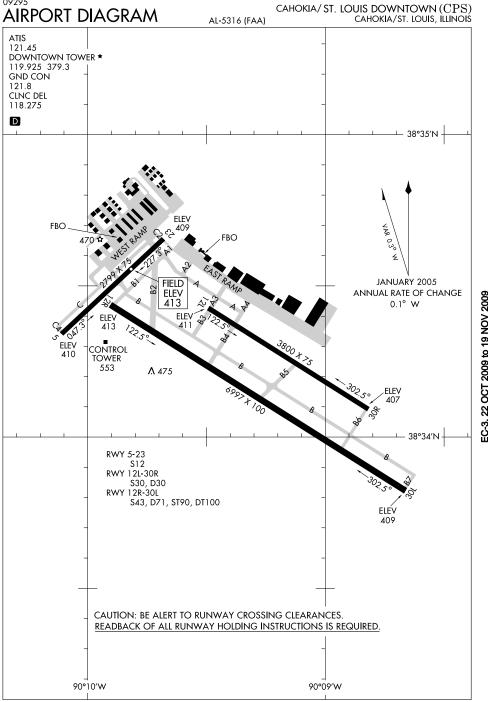


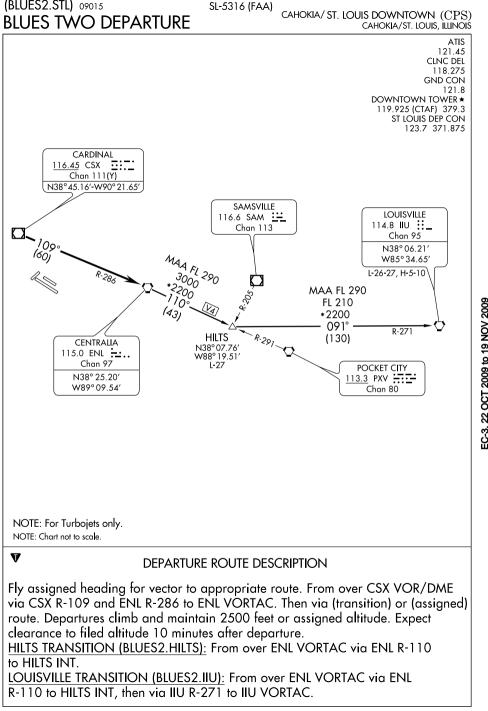












(CARDS7.STL) 09015 SL-5316 (FAA) CARDS SEVEN DEPARTURE CAHOKIA/ST. LOUIS DOWNTOWN (CPS) CAHOKIA/ST. LOUIS, ILLINOIS ATIS (NARRATIVE ON FOLLOWING PAGE) 121.45 CLNC DEL 118.275 BRADFORD GND CON 114.7 BDF 🚞 121.8 DOWNTOWN TOWER★ Chan 94 119.925 (CTAF) 379.3 N41° 09.58′-W89° 35.27 ST LOUIS DEP CON L-27. H-5 **NFFNS** 123.7 371.875 N40°14.89′ W90°31.90′ 1-27 SPINNER **SKUTR** QUINCY 112.7 SPI ::--N40° 04.10′ W90° 03.66′ 113.6 UIN <u>::</u> 8 Chan 74 Chan 83 N39° 50.38′-W89°40.66′ L-27, H-5 MYKEY N39°23.05′ W90°25.92′ **SKYPE** DEECE N39°21.64′ N39°22.12' LEBOY · W90°13.43′ W90°33.17′ N39°26.00' W90°34.38′ L-27 TEWHY N39°19.37′ W90°00.33' ST. LOUIS <u>117.4</u> STL <u>∺</u>.. Chan 121 CARDINAL 116.45 CSX ... TAKE-OFF MINIMUMS: Chan 111(Y) Rwy 5: 200-114 or standard with minimum climb 1700 N38°45.16′-W90° 21.65′ of 343 feet per NM to 800. Rwys 12L,12R, 23, 30R: STANDARD. 17Ó0 Rwy 30L: 400-21/2 or standard with minimum climb of 220 feet per NM to 900. 1000 TAKE-OFF OBSTACLE NOTES: Rwy 5: Antenna 476' from DER, 326' right of centerline, 37' AGL/448' MSL. Pole 630' from DER, 540' right of centerline, 62' AGL/473' MSL. Multiple Towers beginning 1649' from DER, 19' left of centerline, 2000 up to 76' AGL/487' MSL. Rwy 12L: Tree 1633' from DER, 144 feet left of centerline, 44' AGL/453' MSL. 1000 Rwy 12R: Tree 2279' from DER, 927' right of centerline, 77' AGL/486' MSL Tree 3823' from DER, 20' left of centerline, 92' AGL/509' MSL. Rwy 23: Pole 763' from DER, 182' right of centerline, 44' AGL/ 453' MSL. Multiple Trees beginning 812' from DER, 4' right of centerline, up to 81' AGL/492' MSL. NOTE: DME and RADAR REQUIRED. Rwy 30L: Multiple Trees beginning 889' from DER, 516' right of centerline, NOTE: Chart not to scale. up to 114' AGL/521' MSL.

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(CARDS7.STL) 06327 SL-5316 (FAA)

CAHOKIA/ST. LOUIS DOWNTOWN (CPS) CARDS SEVEN DEPARTURE CAHOKIA/ST. LOUIS. ILLINOIS 7 DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route,

expect filed altitude 10 minutes after departure.

minutes after departure.

TAKE-OFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10

TAKE-OFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10

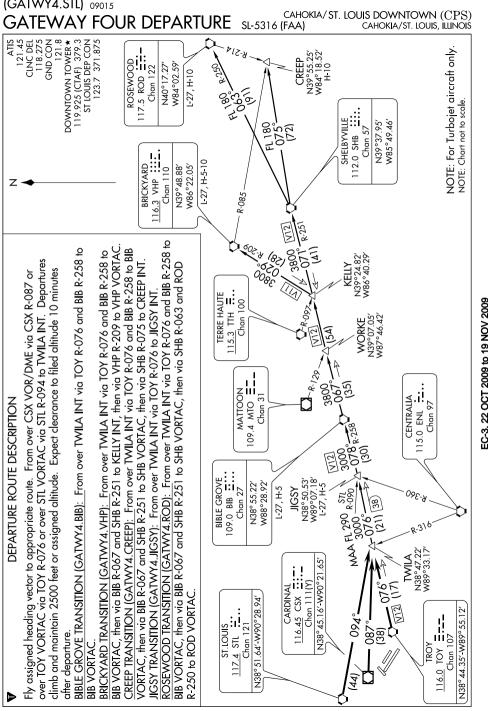
minutes after departure. BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010

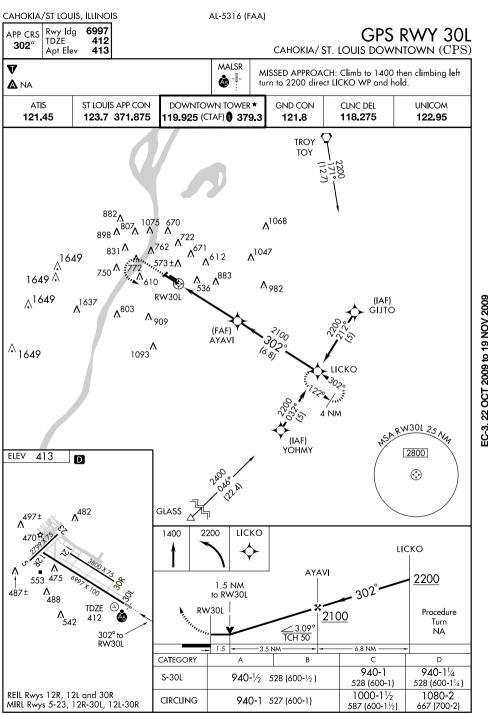
to SKUTR INT, then via BDF R-198 to BDF VORTAC. LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

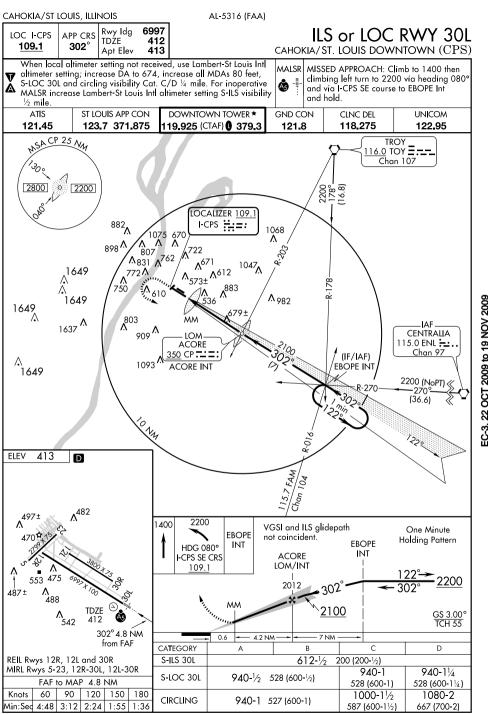
NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

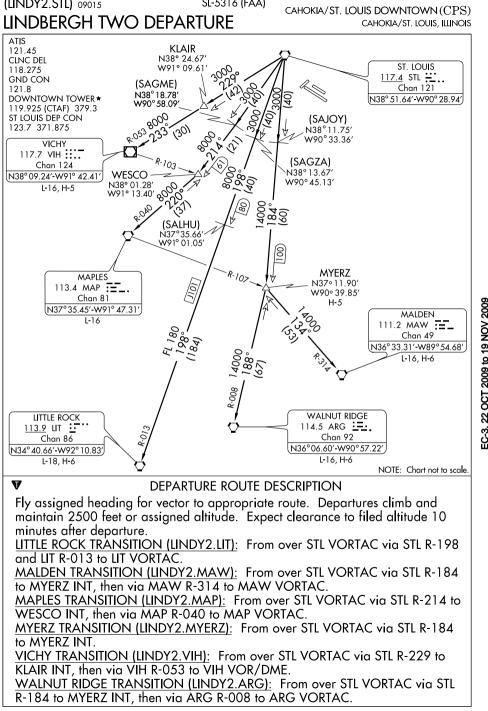
SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

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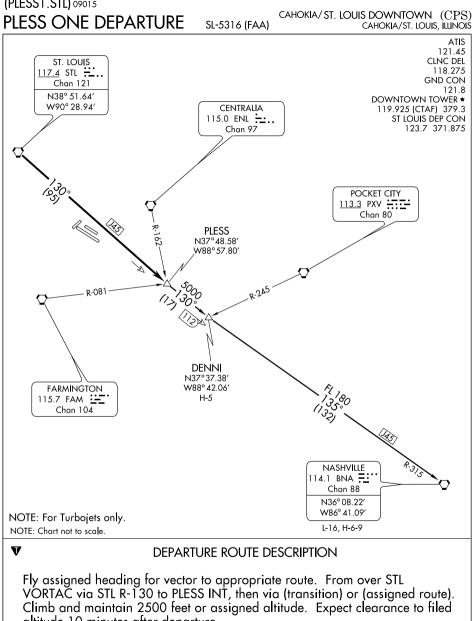
(OZARK3.STL) 09015 SL-5316 (FAA) CAHOKIA/ ST. LOUIS DOWNTOWN (CPS) **OZARK THREE DEPARTURE** CAHOKIA/ST. LOUIS, ILLINOIŚ ATIS 121.45 CLNC DEL 118.275 **GND CON** MACON 121.8 112.9 MCM **ΞΞ-**• DOWNTOWN TOWER ★ Chan 76 119.925 (CTAF) 379.3 N39°39.24′-W92°28.93′ ST LOUIS DÉP CON 123.7 371.875 Óς SCHMD N39°05.96′ ST. LOUIS W91°04.21′ 117.4 STL :: ... Chan 121 N38° 51.64′-W90° 28.94′ R-095 8000 V4 * 250n (46) 281° 1700 (32)CABIT 1000 1700 HALLSVILLE N38°58.00′ W91°09.13′ 114.2 HLV :∷: Chan 89 N39°06.81′-W92°07.69′ 2000 TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD 1000 NOTE: Rwys 12L/12R: Climb runway heading to 1000' before turning left. Rwy 23: Climb runway heading to 2000' before turning right. Rwys 30L/30R: Climb runway heading to 1700' before turning. NOTE: Rwy 5, 473' MSL Pole 324' from departure end of runway, 549' right of centerline, 63' above departure end of runway, elevation/473' MSL. NOTE: DME and RADAR REQUIRED NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after

22 OCT 2009 to 19 NOV 2009

departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

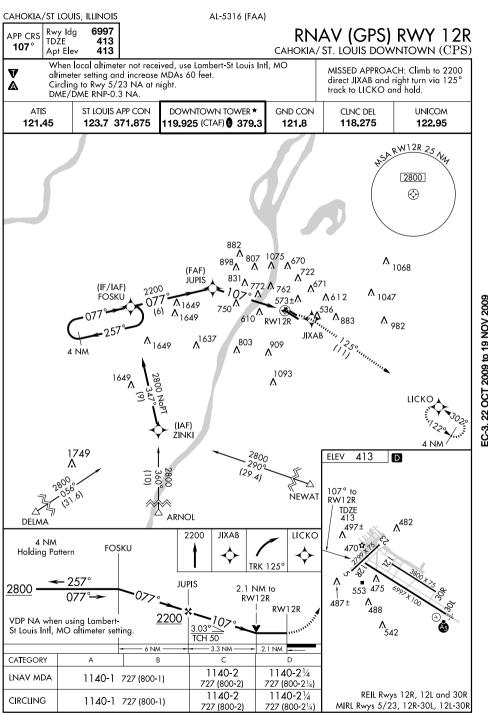


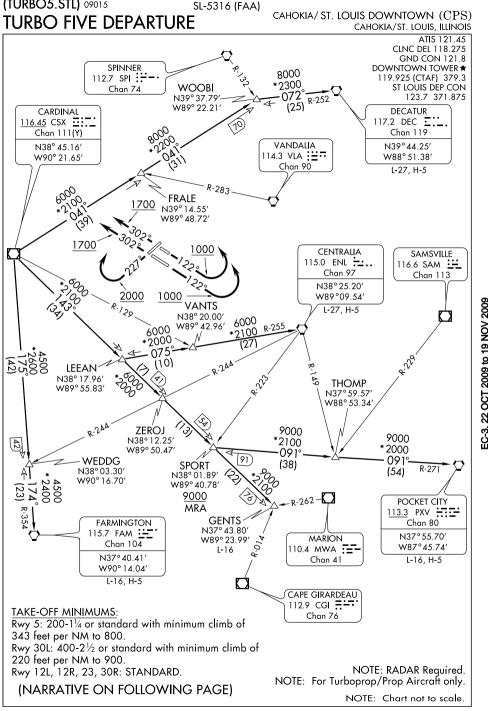
EC.3 22 OCT 2009 to 19 NOV 2009

Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESSI DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.





(TURBO5.STL) 06327 SL-5316 (FAA) CAHOKIA/ ST. LOUIS DOWNTOWN (CPS) TURBO FIVE DEPARTURE

CAHOKIA/ST. LOUIS. ILLINOIS

22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. TAKE-OFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect

filed altitude 10 minutes after departure. TAKE-OFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC. FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via

CSX R-175 and FAM R-354 to FAM VORTAC. GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX

R-143 to GENTS INT. POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

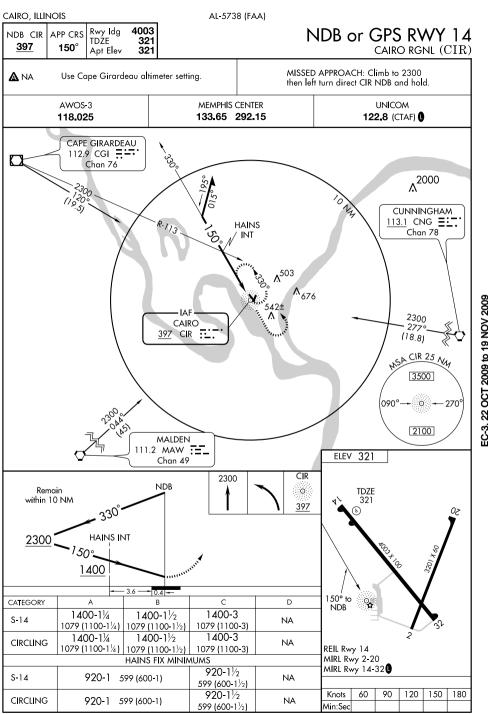
TAKE-OFF OBSTACLE NOTES:

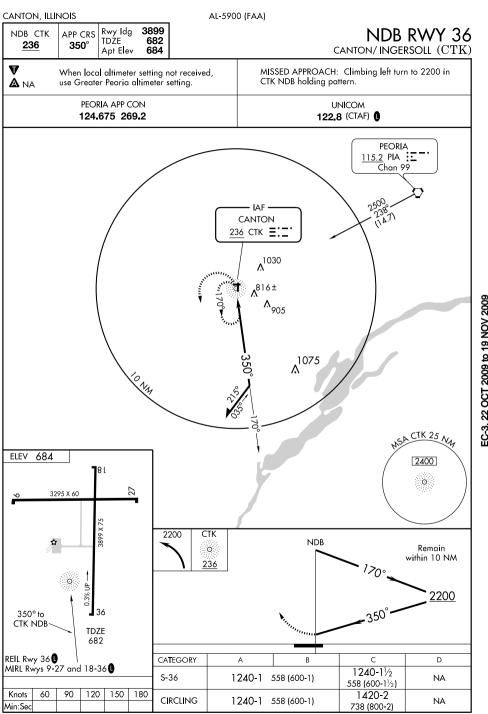
Antenna 476' from DER, 326' right of centerline, 37' AGL/448' MSL. Rwy 5: Pole 630' from DER, 540' right of centerline, 62' AGL/473' MSL. Multiple Towers beginning 1649' from DER, 19' left of centerline, up to 76 AGL/487' MSL.

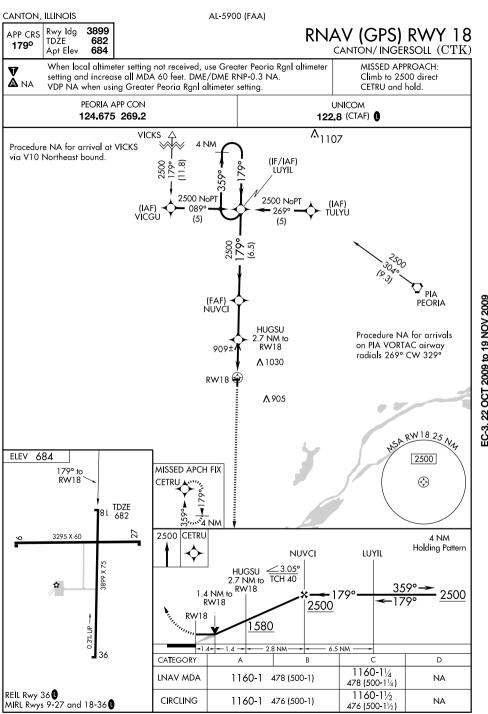
Rwy 12L: Tree 1633' from DER, 144' left of centerline, 44' AGL/453' MSL. Rwy 12R: Tree 2279' from DER, 927' right of centerline, 77' AGL/486' MSL. Tree 3823' from DER, 20' left of centerline, 92' AGL/509' MSL.

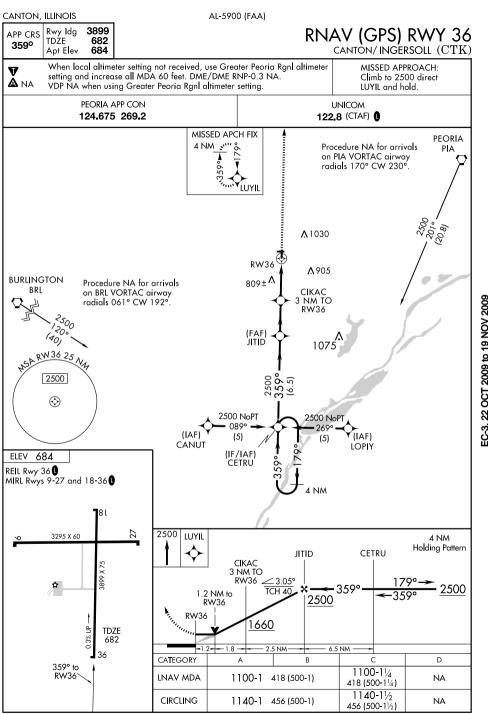
Rwy 23: Pole 763' from DER, 182' right of centerline, 44' AGL/453 MSL Multiple Trees beginning 812' from DER, 4' right of centerline, up to 81' AGL/492' MSL.

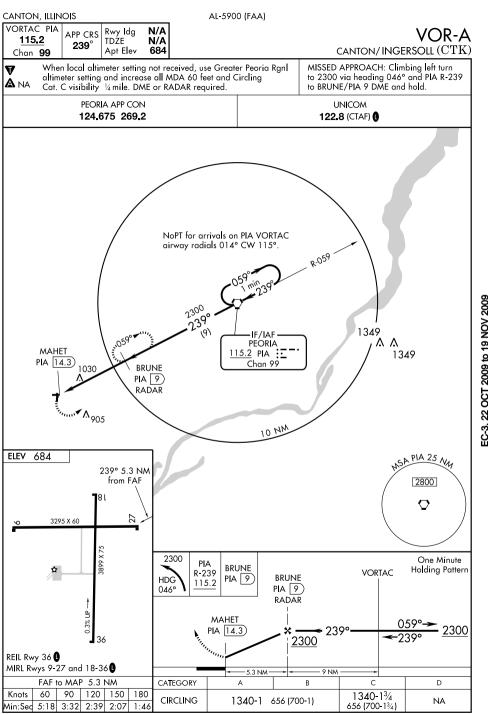
Rwy 30L: Multiple Trees beginning 889' from DER, 516' right of centerline, up to 114' AGL/521' MSL.

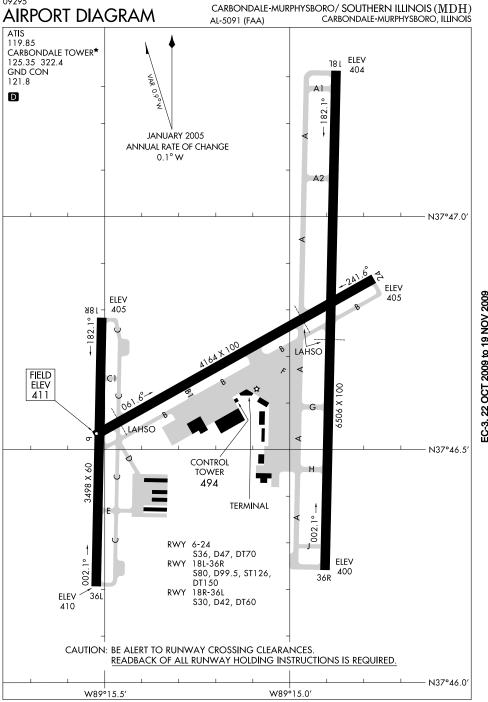


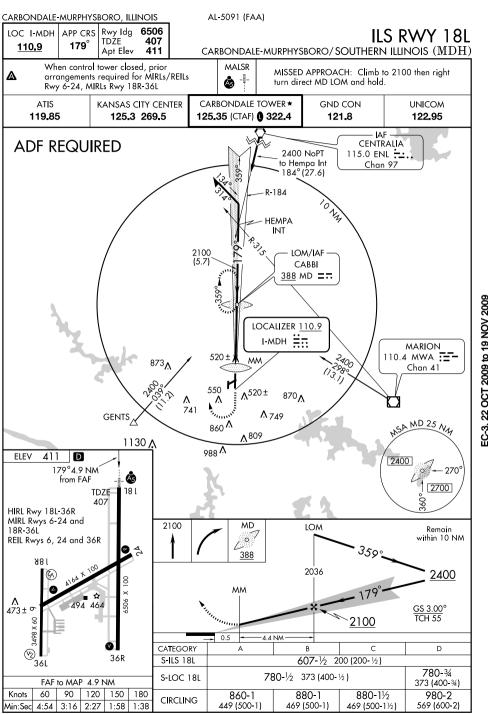


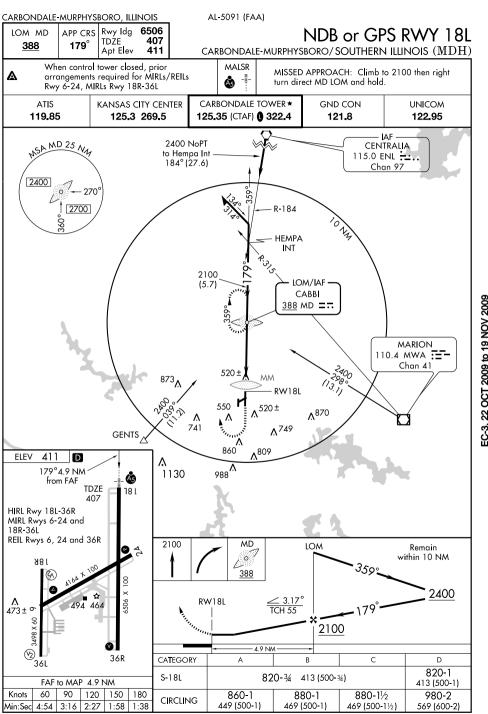


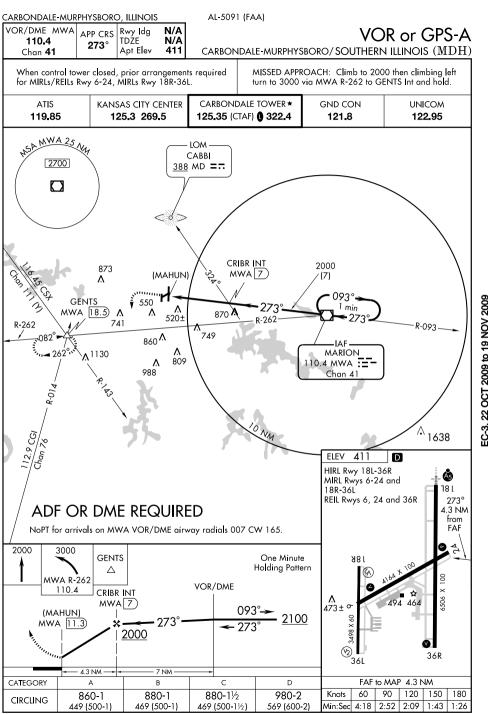


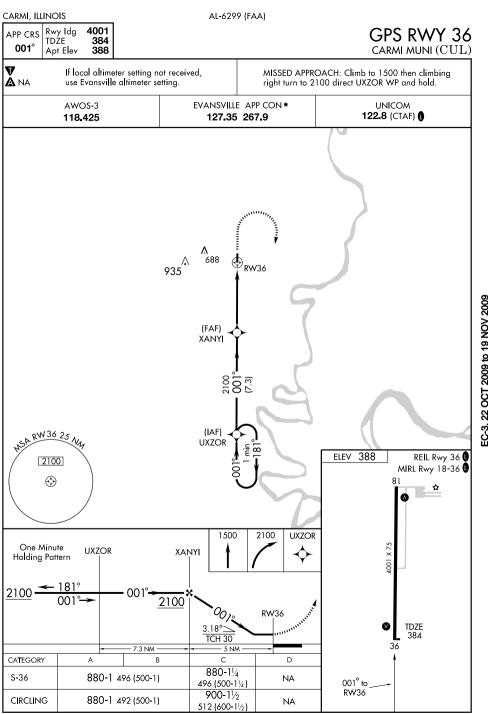


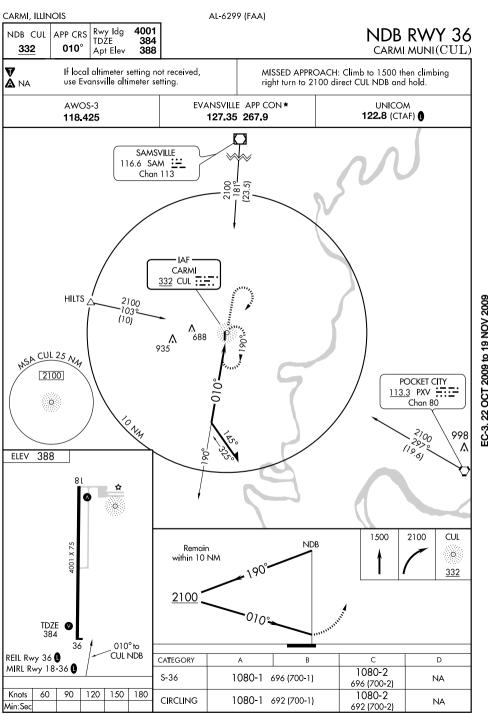


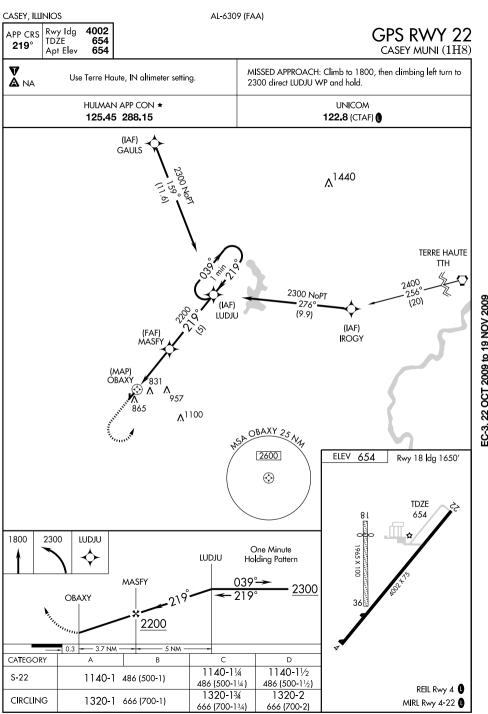


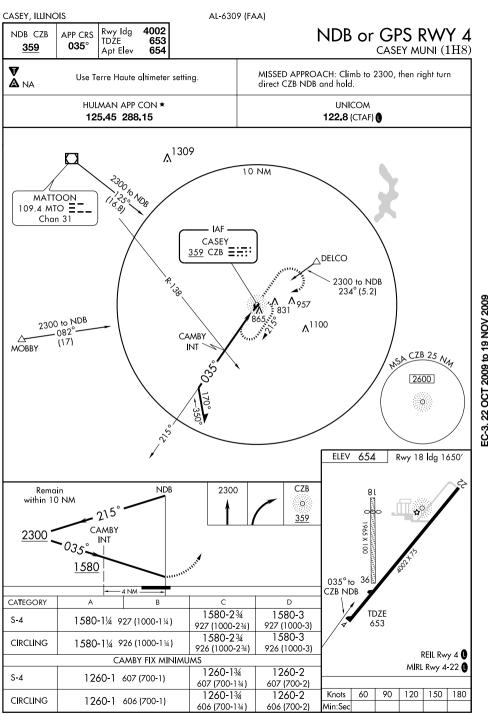


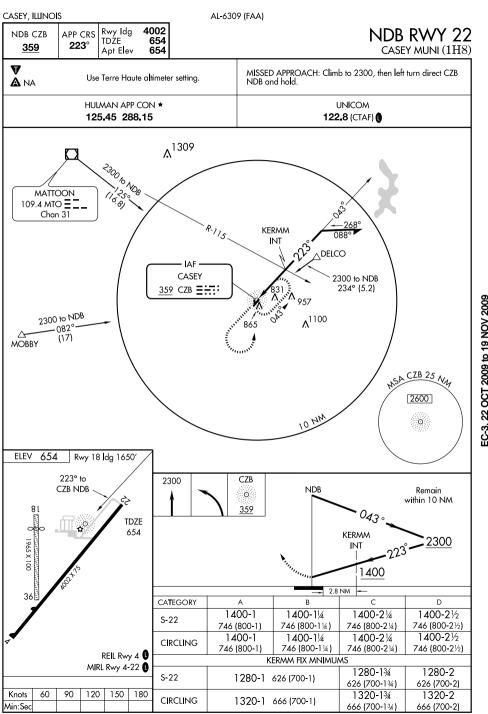


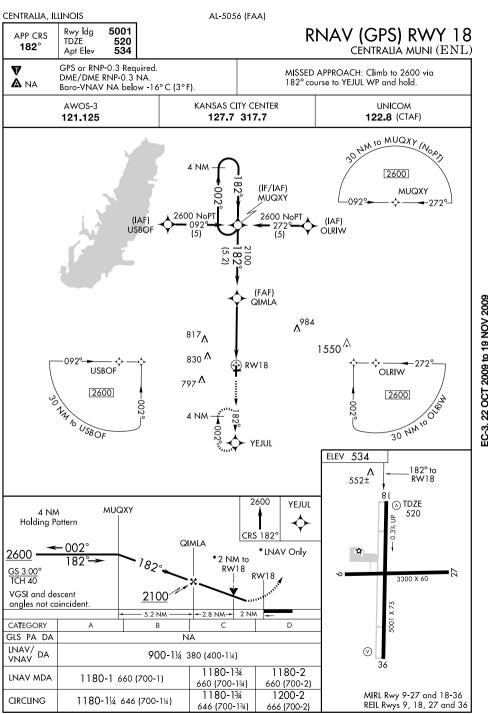


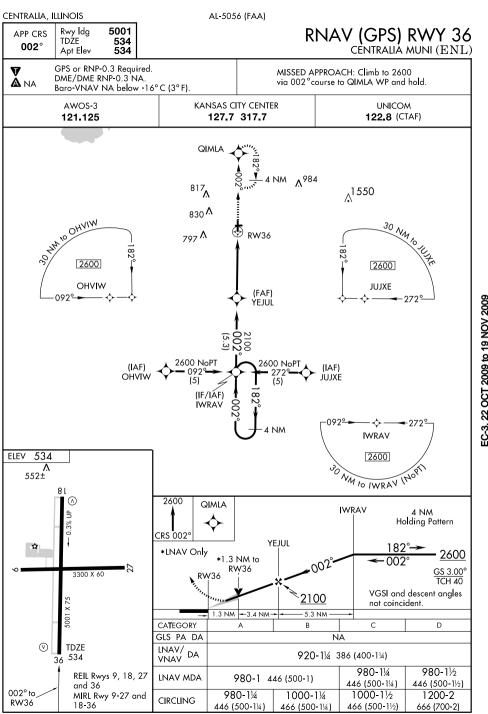


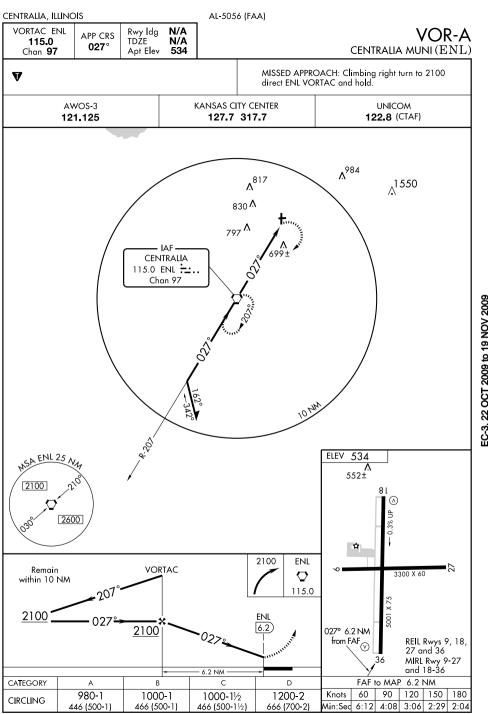


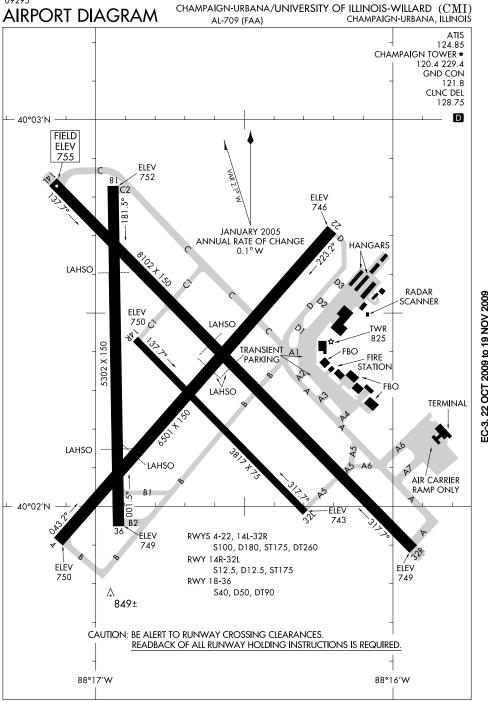


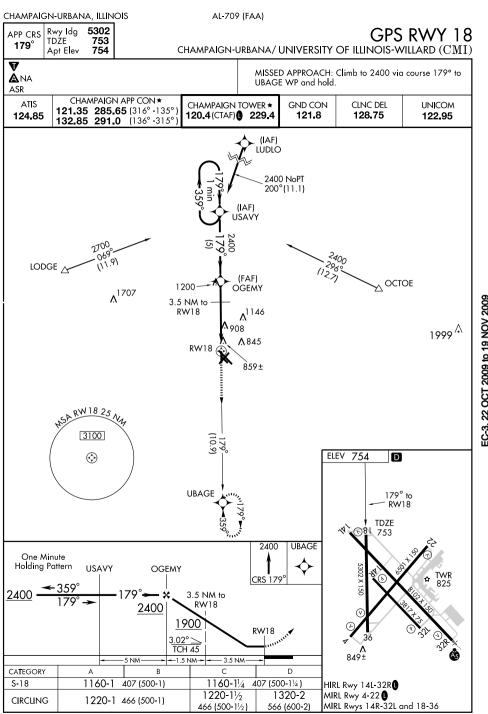


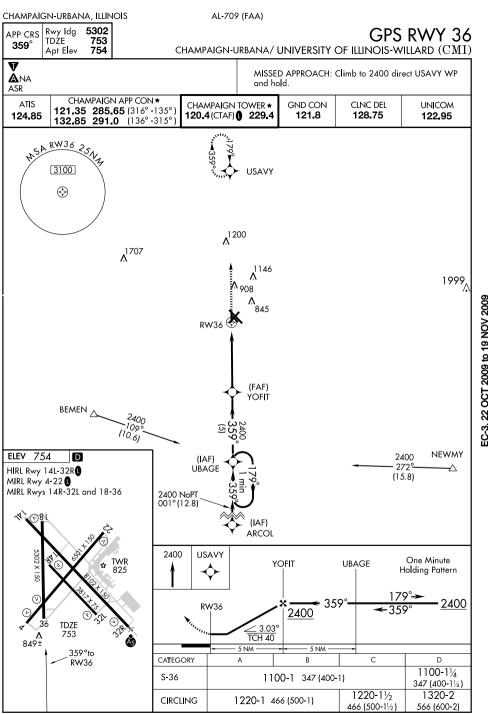


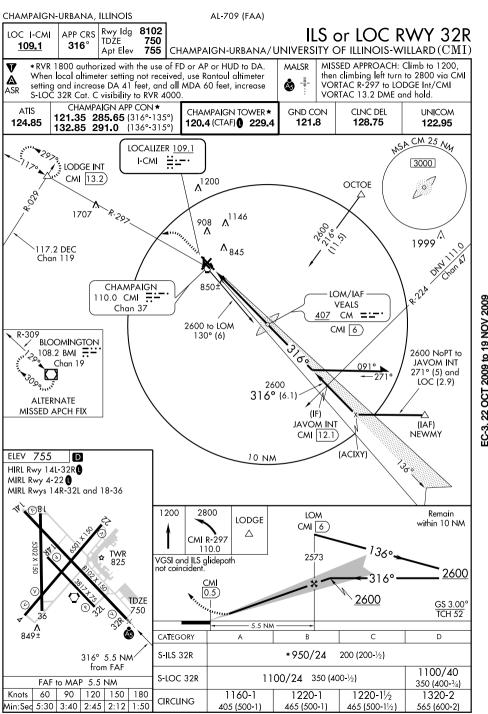


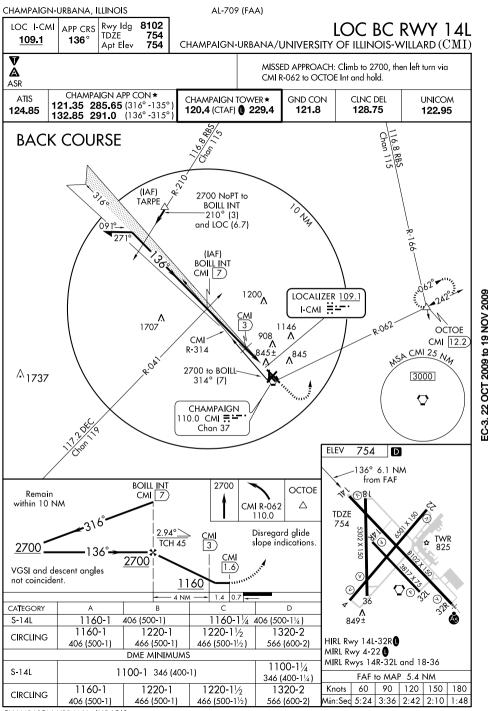


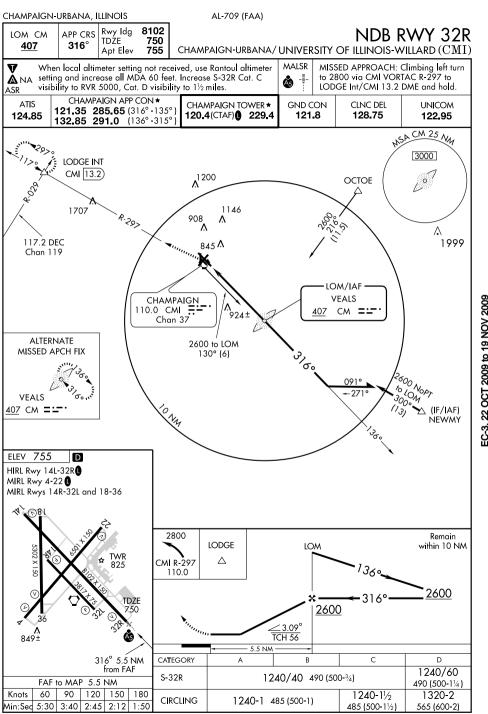


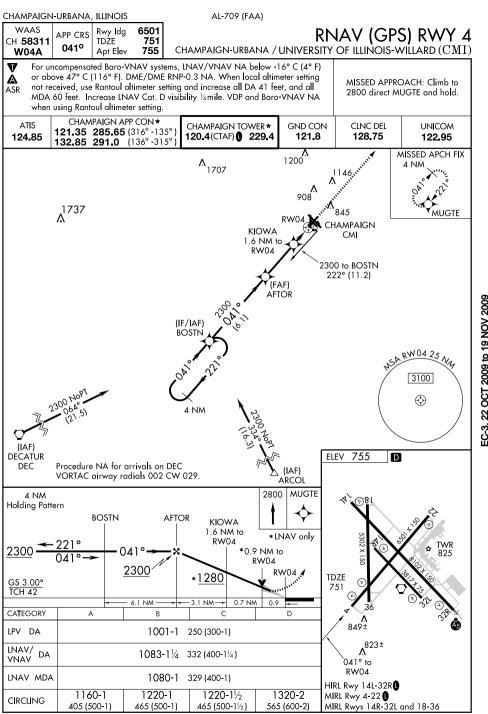


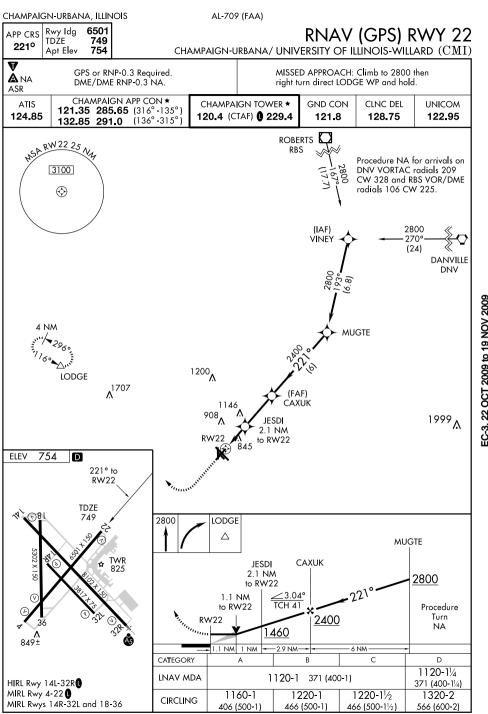


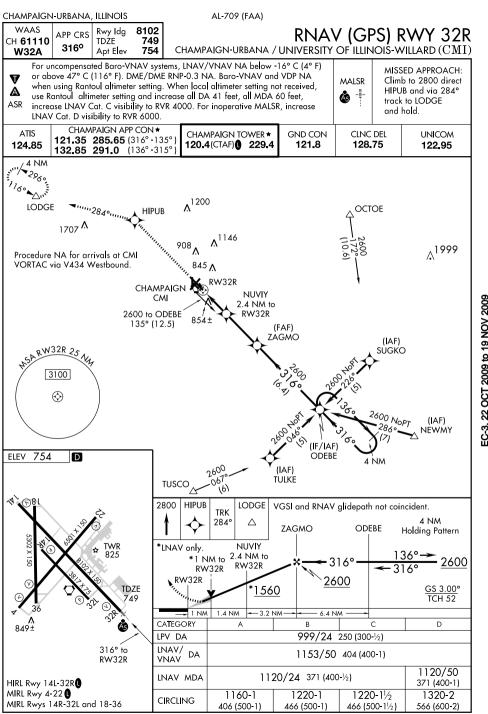


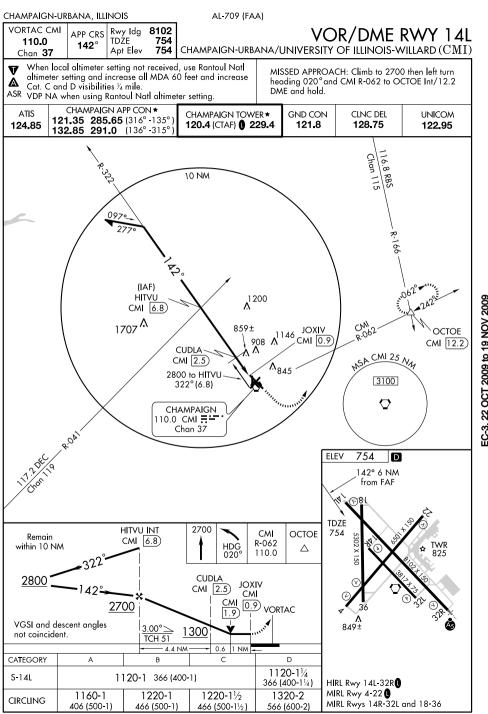


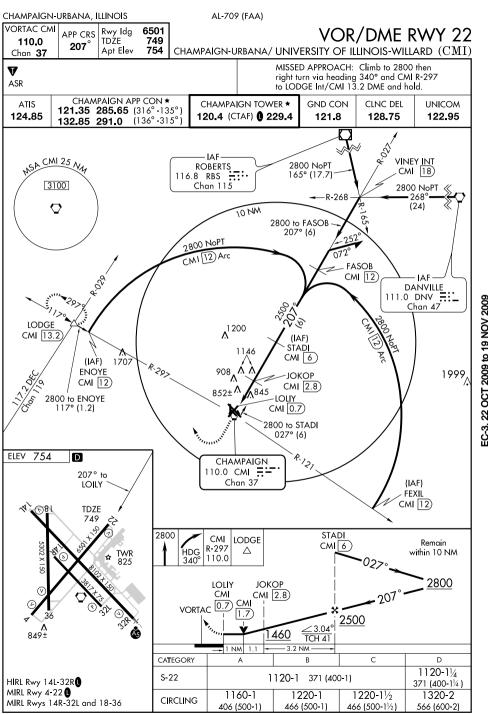


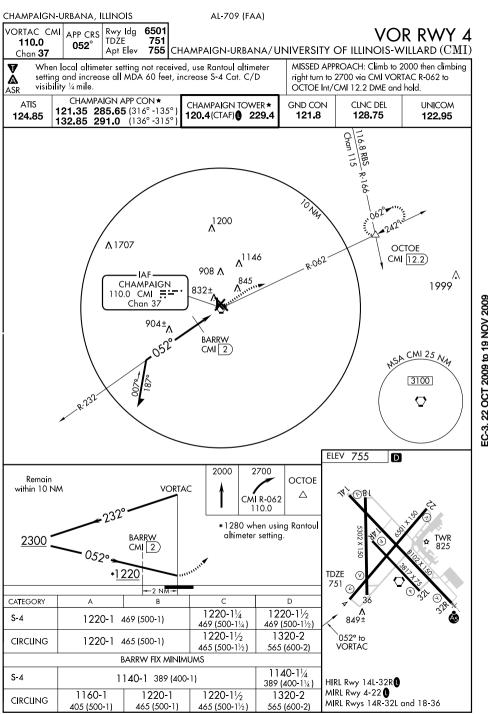


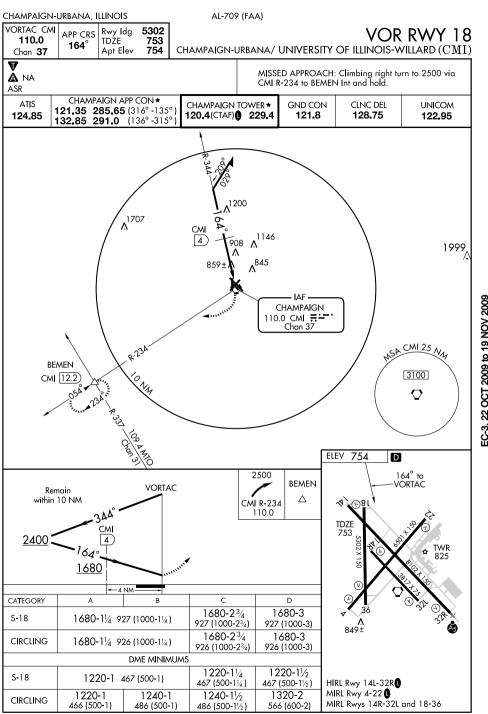


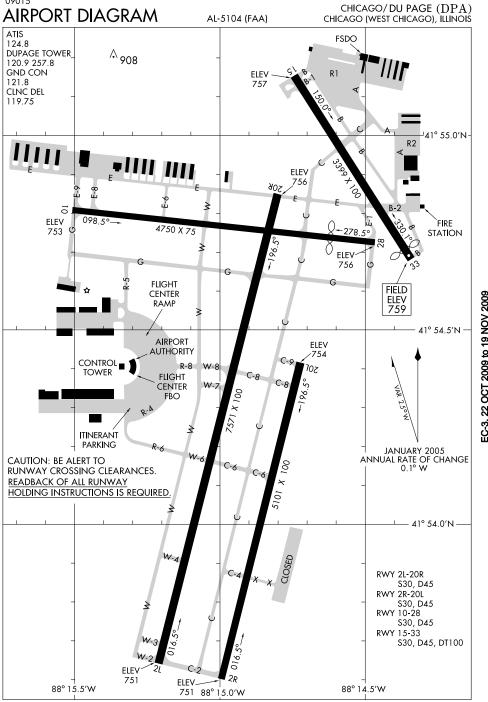


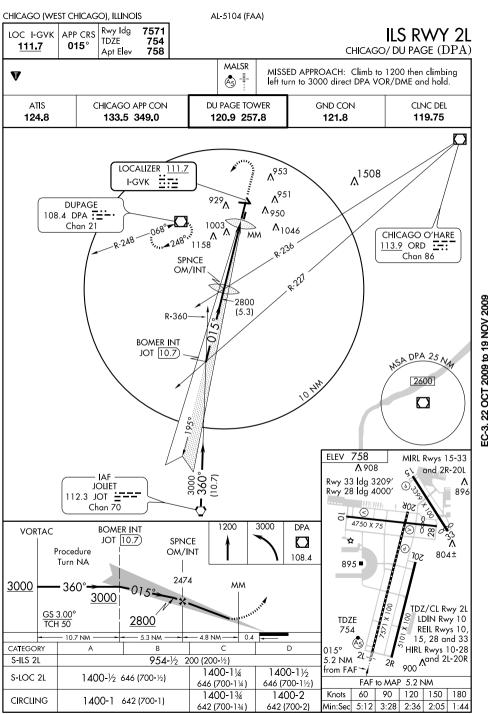


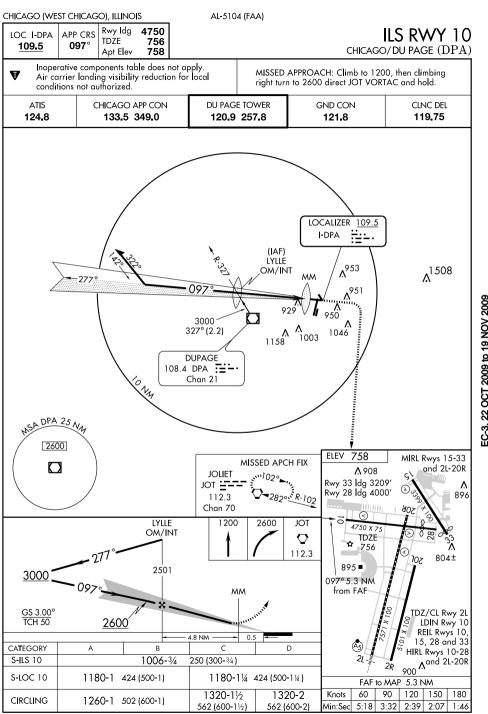


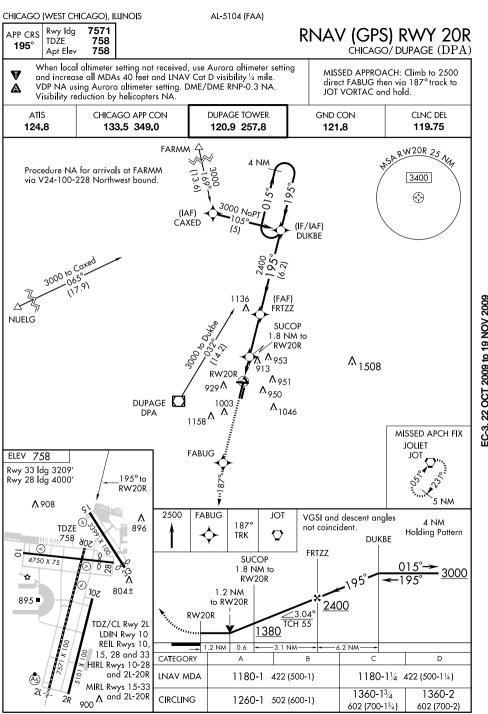


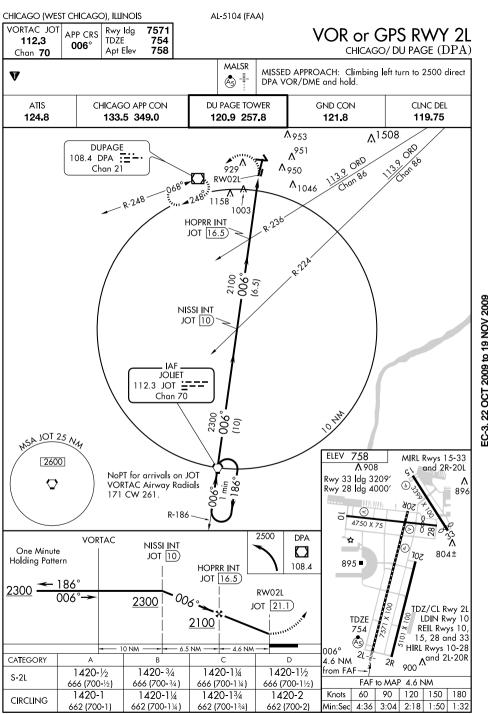


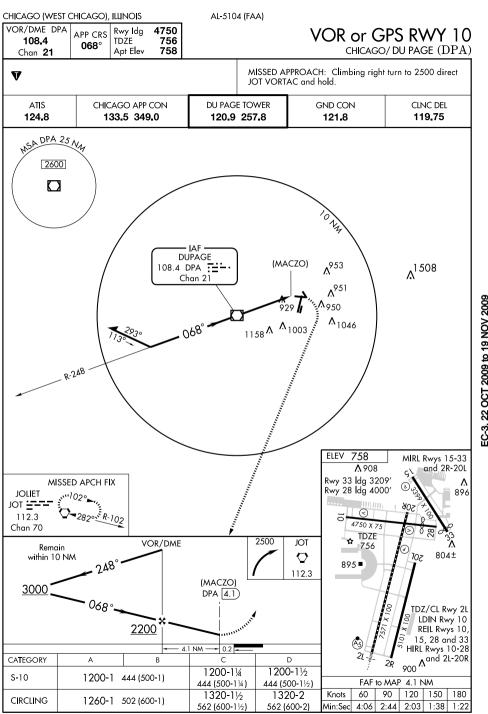


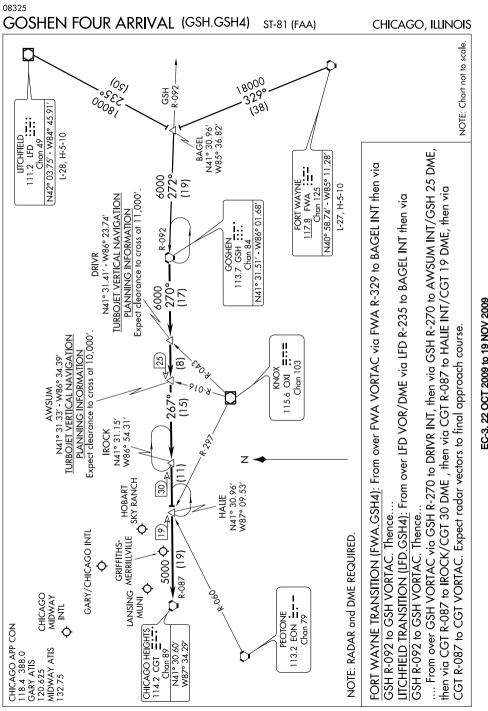


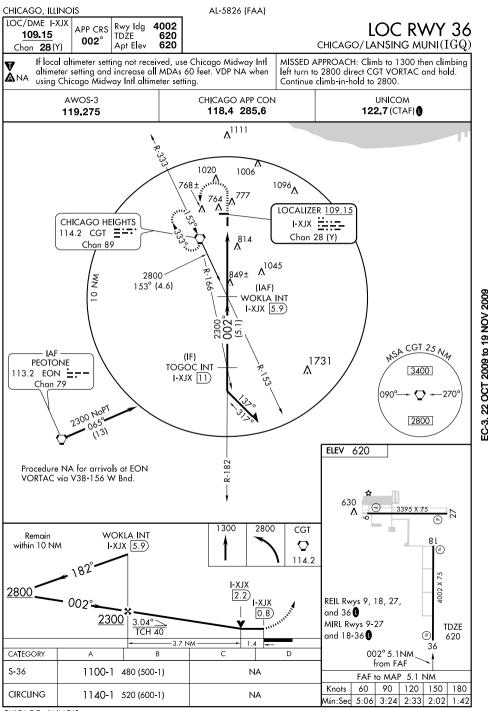


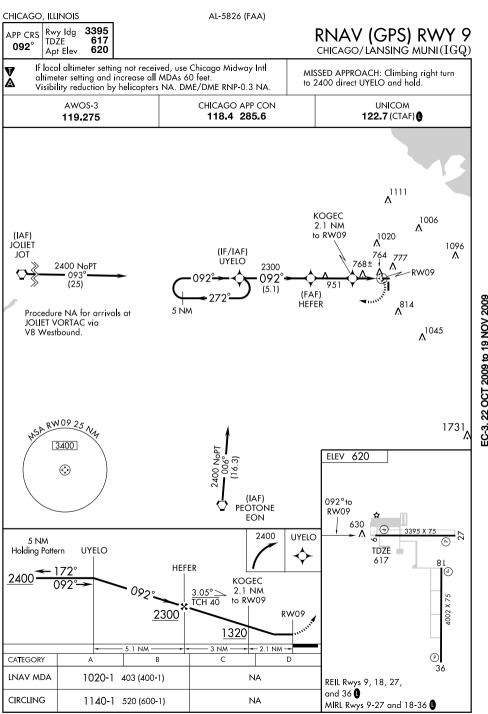




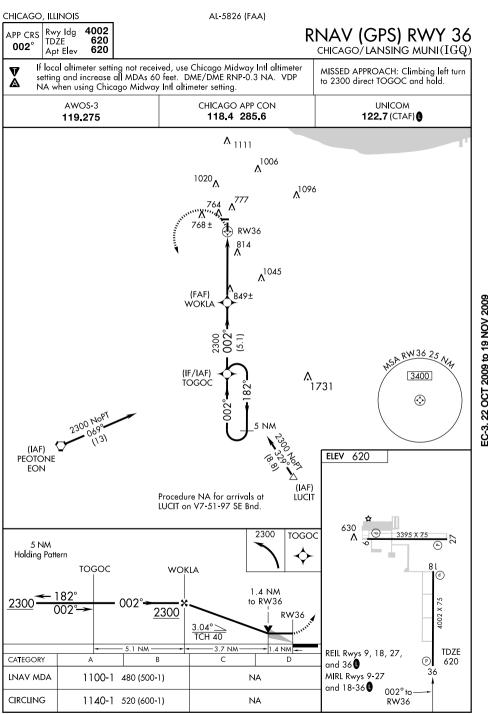


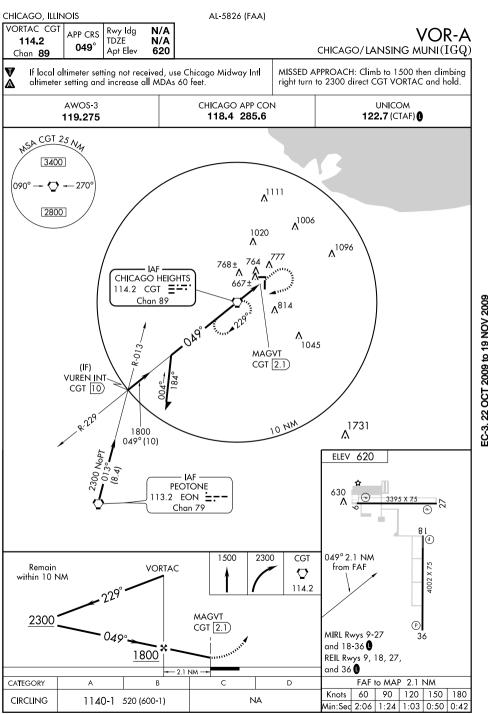


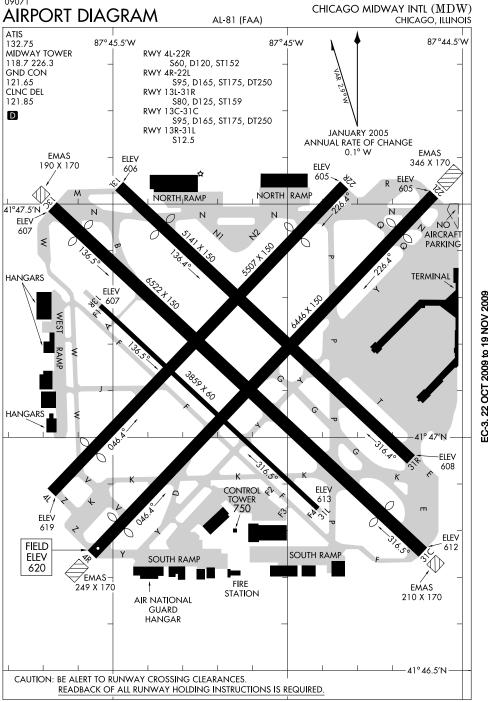




CHICAGO, ILLINOIS AL-5826 (FAA) WAAS 3395 Rwy Ida RNAV (GPS) RWY 27 APP CRS CH 61303 TDŹE 617 272° 620 CHICAGO/LANSING MUNI(IGQ) Apt Elev W27A If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DAs 42 feet and all MDAs 60 feet. Baro-VNAV NA when using Chicago Midway Intl altimeter MISSED APPROACH: setting. VDP NA when using Chicago Midway Intl altimeter setting. DME/DME RNP-0.3 NA. Climb to 2400 direct For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or UYELO and hold. above 54° C (130°F). Visibility reduction by helicopters NA. CHICAGO APP CON AWOS-3 UNICOM 118.4 285.6 119,275 122.7 (CTAF) (SA RW 27 25 Ny HARRT 3400 \Diamond Λ¹¹¹¹ (IAF) BIZZE 1006 1020 182, EC.3 22 OCT 2009 to 19 NOV 2009 ۸¹⁰⁹⁶ (IF) 768 ± 2200 CÒÓTE UYFIO 272 230n (IAF) (5.1)284 HALIE (FAF) 16.81 ĊHIPŔ Λ₈₁₄ 5 NM (5) Procedure NA for arrivals at HALIE via V126-340 ۸ ₁₀₄₅ Southeast Bound and (IAF) Λ 1290 V8-92 Eastbound. ŴYZŹE Procedure NA for arrivals at 620 **ELEV** LUCIT via V7-51-97 Southeast Bound. LUCIT 2400 UYELO COOTE 2300 TDZE 617 **CHIPR** * LNAV only Procedure Turn *1.3 NM to 272° to NA 81 RW27 RW27 (J) 2200 GS 3.00° TCH 40 1002 X 75 3.5 NM 5.1 NM В C D CATEGORY LPV DA 1016-11/2 399 (400-11/2) NA LNAV/ 1072-13/4 455 (500-13/4) DA NA VNAV 36 **LNAV MDA** 1080-1 463 (500-1) NA REIL Rwys 9, 18, 27, and 36 🗓 CIRCLING NA 1140-1 520 (600-1) MIRL Rwys 9-27 and 18-36 1







EC-3 22 OCT 2009 to 19 NOV 2009

From over BVT VORTAC via BVT R-337 and CGT R-156 to CGT VORTAC. Expect vectors to final approach course.

(CISRO4.MDW) 09183 CHICAGO MIDWAY INTL (MDW) CICERO FOUR DEPARTURE SL-81 (FAA) CHICAGO, ILLINOIS ATIS TAKEOFF MINIMUMS BADGER 132.75 116.4 BAE : RWYS 4L/R, 13C/L, 22L/R, 31C/R Standard CLNC DEL Chan 111 RWYS 13R, 31L NA, ATC 121.85 N43° 07.01′ - W88° 17.06′ GND CON L-28. H-5 121 65 PETTY MIDWAY TOWER SIMMN LOCALIZER 109.9 N42° 49.64′ A 118.7 226.3 N41° 58.84' I-MXT **∷**... W87° 38.04′ W88° 52.71' MIDWAY DEP CON Chan 36 L-28 ∧ L-28 118.4 388.0 **GIPPER** 115<u>.4</u> GIJ <u>:-</u> 1500 Chan 101 N41° 46.12′ POLO 1.2 DMF 2400 W86° 19.11′ L-28. H-5-10 Chan 49 1000. N41° 57.94′ W89° 31.45' Take-off Rwy 4R: 1-28 Northbound Departures assigned headings **IOWA CITY** 360 CW 080. 116.2 IOW ::- LEWKE Chan 109 LOCALIZER 109.9 N41° 45.72′ N41° 31.14' W87° 03.80' I-MDW W91° 36.80' L-28 Chan 36 L-28, H-5 4 DME MOLINE **EARND** 114.4 MZV ==-1300 Chan 91 N41° 25.52' DENNT N41° 19.26′ W87° 34.33′ N41° 25.15′ **CMSKY** W90° 38.29′ **BACEN** L-28, H-5 N41° 24.78′ W87° 43.48' N41° 24.40′ L-27, H-5 ACITO W87° 52.63′ L-28, H-5 W88° 01.78′ N41°23.92' L-28, H-5 W88°11.00′ L-28, H-5 L-28, H-5 PEOTONE 113.2 EON **≒.** -Chan 79 N41° 16.18′ - W87° 47.46′ L-28 BRADFORD NOTE: All Turbo-Jet departures routed over 114.7 BDF **Ξ**ີ∷ ACITO, BACEN, CMSKY, DENNT, EARND, Chan 94 ROBERTS ROBERTS, and PEOTONE maintain 250 Knots N41° 09.58 116.8 RBS **∷**... until advised by ATC. W89° 35.27 Chan 115 L-27, H-5 NOTE: DME Required. N40° 34.90′ - W88° 09.86′ NOTE: RADAR Required. L-27, H-5 NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V ALL AIRCRAFT: Expect radar vectors to first enroute fix. Maintain 3000 feet or assigned lower altitude. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure. Complete initially assigned turn within 4 DME of Midway. TAKE-OFF RWY 4R: Northbound departures assigned headings 360° (CW) thru 080° fly heading 044° to 1.2 DME, turn right, climb on heading 100° until leaving 2400 feet, Thence TAKE-OFF RWY 22L: Fly heading 224° to 1.5 DME. Continue climb to 1300 feet, thence via tower assigned heading/vector to assigned route. Thence TAKE-OFF RWY 31C: Fly heading 315° to 0.7 DME. Continue climb to 1500'. Thence TAKE-OFF ALL OTHER RWYS: Fly assigned heading to 1.2 DME. Thence via tower assigned heading/vector to assigned route.

22 OCT 2009 to 19 NOV 2009

(CISRO4.MDW) 08325 CHICAGO MIDWAY INTL (MDW) CICERO FOUR DEPARTURE SL-81 (FAA) CHICAGO, ILLINOIS

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/ 620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple Lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet

AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple It poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet

AGL/700 feet MSL. NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

feet AGL/756 feet MSL.

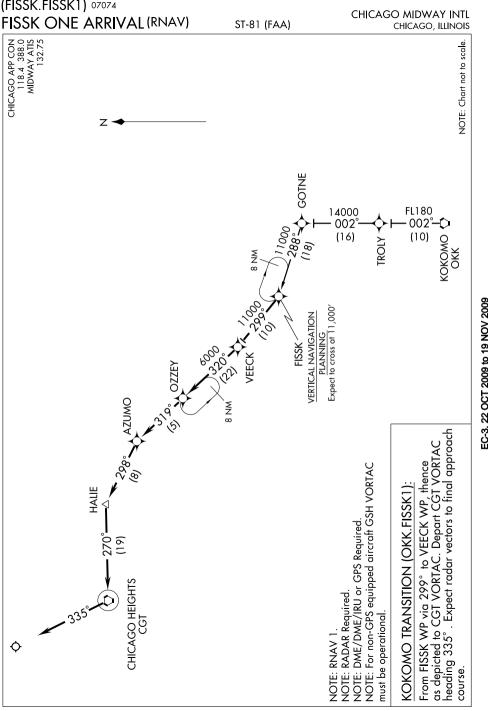
NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL. NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161

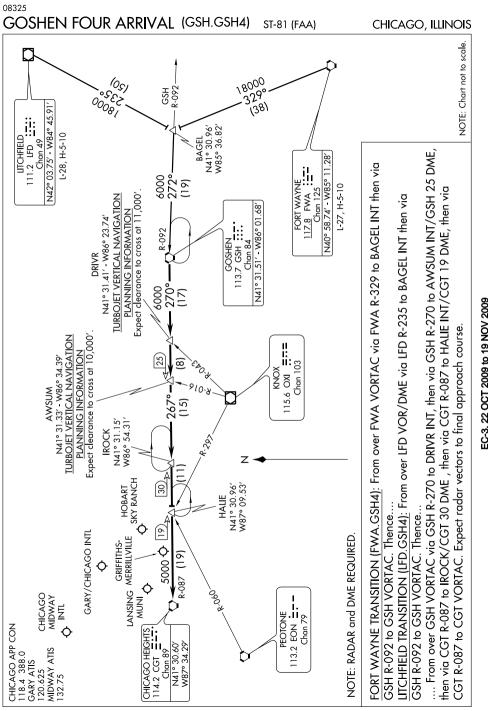
feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL. NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL.

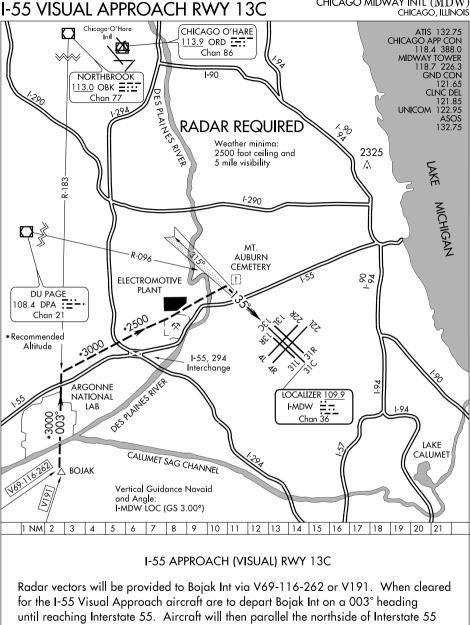
Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.

22 OCT 2009 to 19 NOV 2009

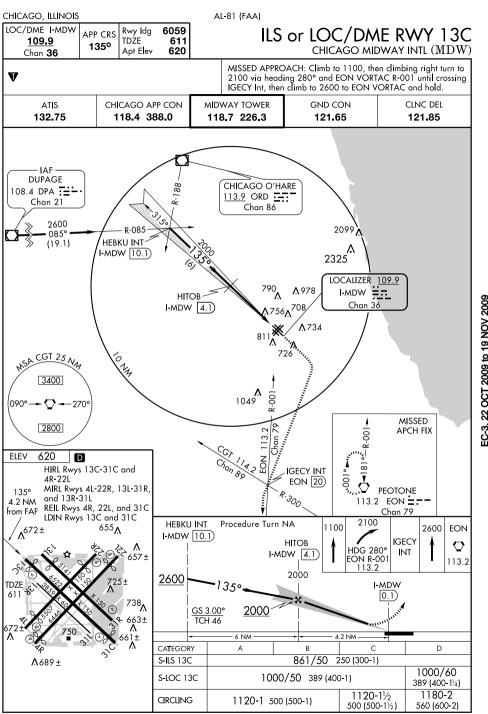


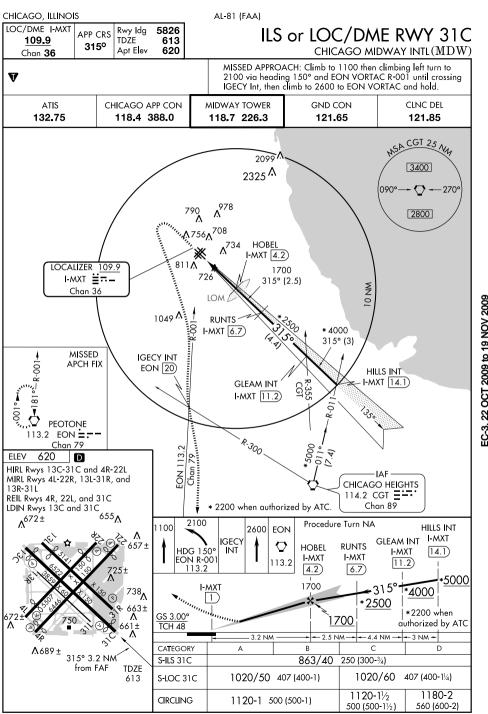


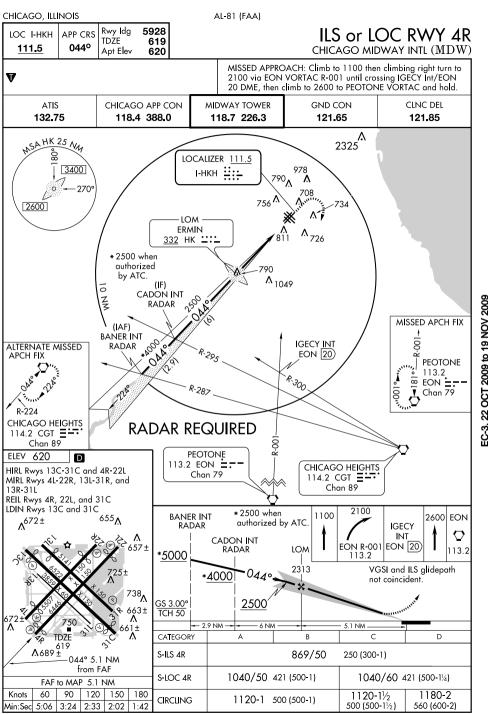


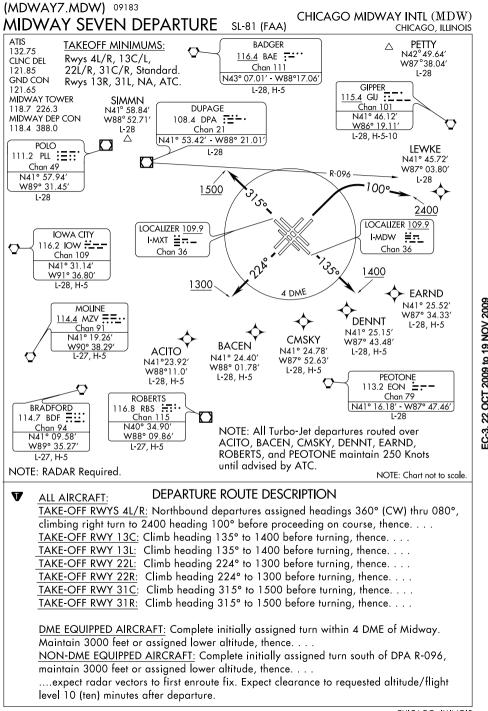
CHICAGO MIDWAY INTL (MDW)

until reaching Mt. Auburn Cemetery. Aircraft will proceed from Mt. Auburn via 135° heading/MDW Localizer (109.9) to Rwy 13C. All aircraft shall remain south of the DPA VOR/DME R-096 at all times.









(MDWAY7.MDW) 08325 CHICAGO MIDWAY INTL (MDW) MIDWAY SEVEN DEPARTURE SL-81 (FAA) CHICAGO, ILLINOIS

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/

620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple Lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet

AGL/708 feet MSL. Multiple It poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from

DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL. NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees

beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER,

54 feet right of centerline, up to 76 feet AGL/680 feet MSL. NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left

of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank

4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL. NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161

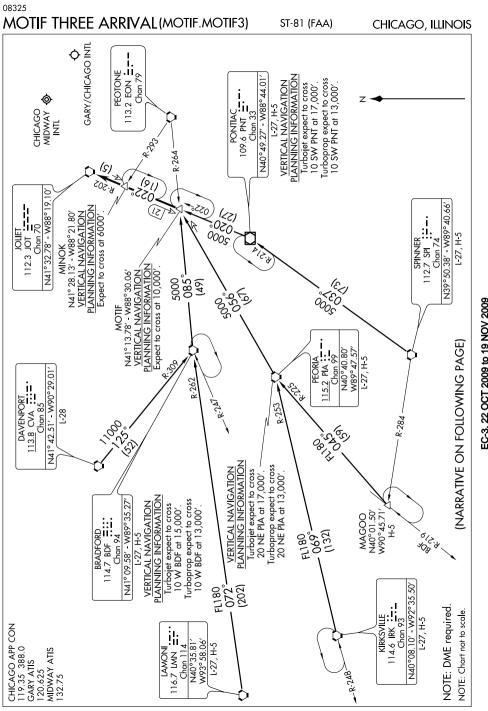
feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL. NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL.

Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52

feet AGL/756 feet MSL. NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.

feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162

22 OCT 2009 to 19 NOV 2009



ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . . DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA

R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT.

Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

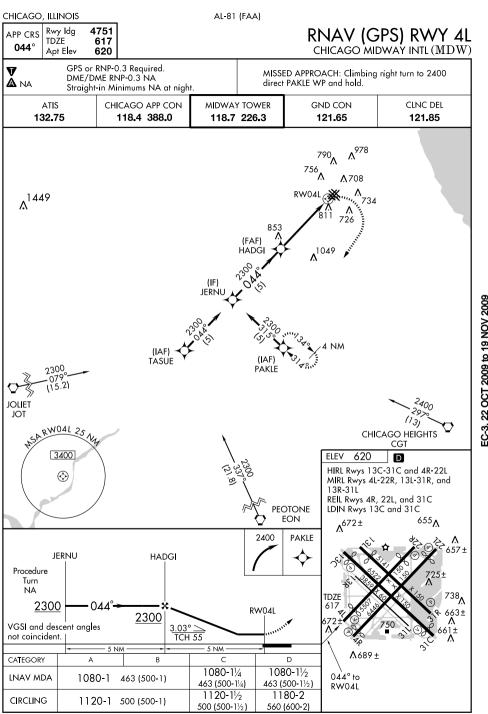
MAGOO TRANSITION (MAGOO, MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . . PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to

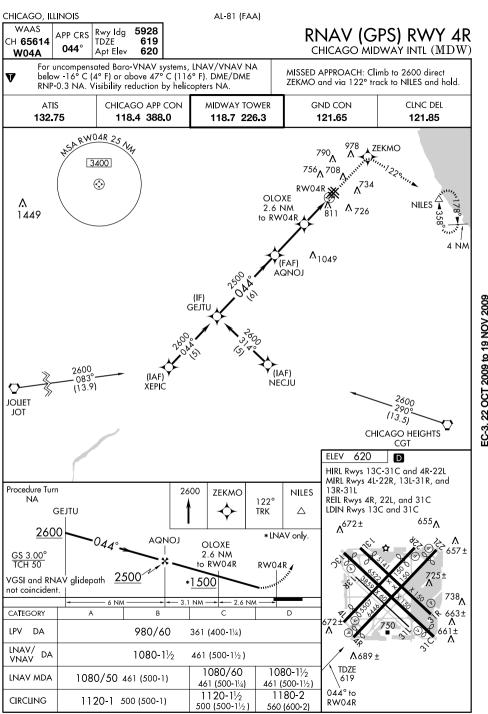
MOTIF INT. Thence. . . . PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT

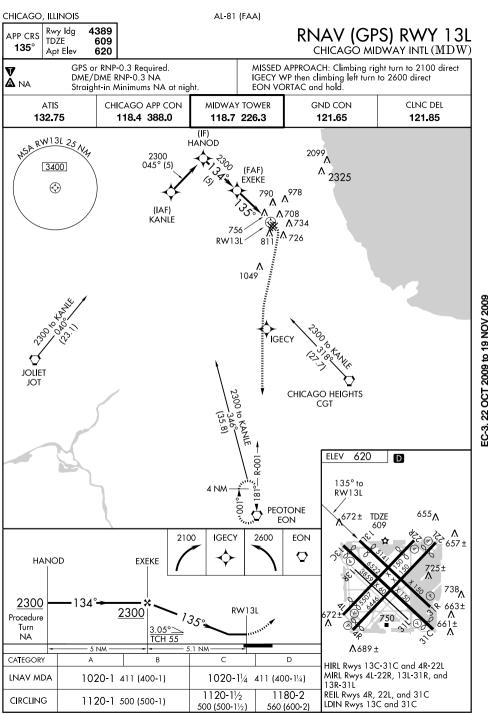
R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . .

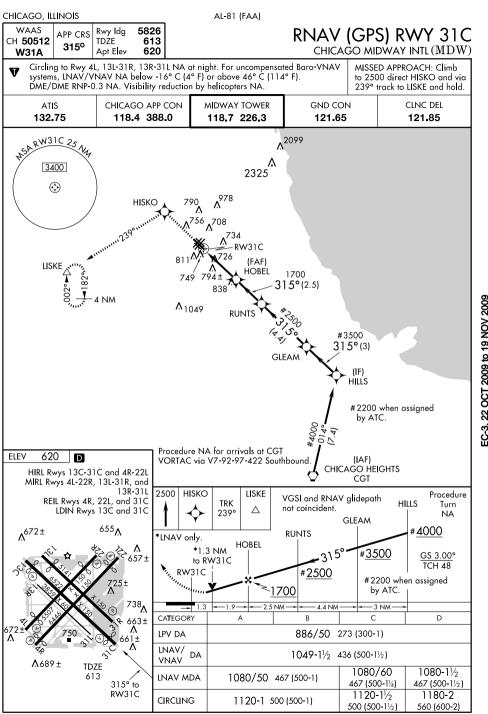
. . . . From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

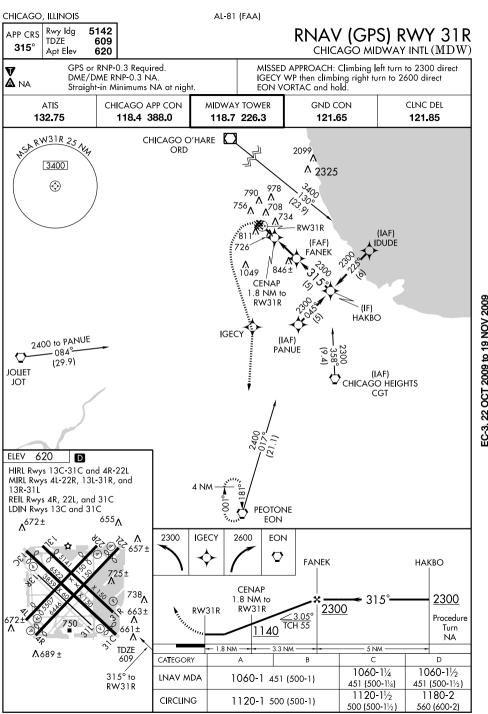


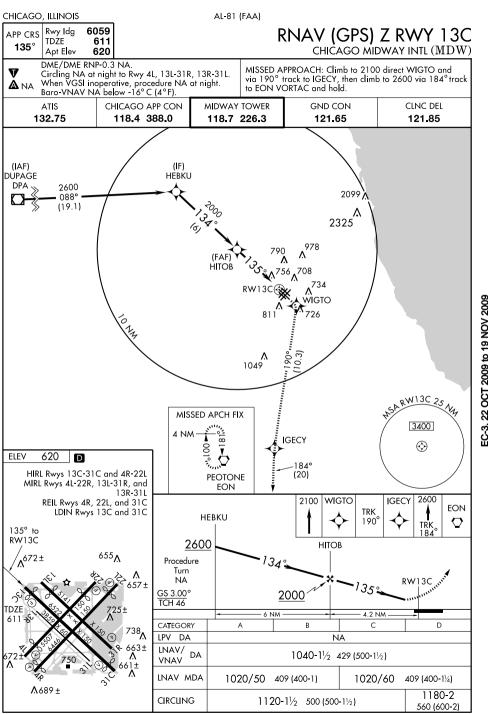


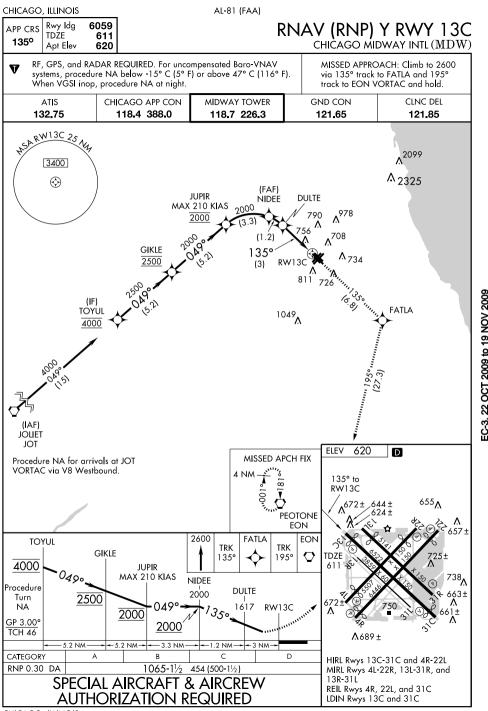


CHICAGO, ILLINOIS AL-81 (FAA) 4629 Rwy Idg RNAV (GPS) RWY 22R APP CRS TDŹE 612 225° CHICAGO MIDWAY INTL (MDW) Apt Elev 620 GPS or RNP-0.3 Required. MISSED APPROACH: Climb to 2100 direct V IGECY WP then climbing right turn to 3000 DME/DME RNP-0.3 NA A NA Straight-in Minimums NA at night. direct EON VORTAC and hold. MIDWAY TOWER ATIS CHICAGO APP CON GND CON CLNC DEL 132.75 118.4 388.0 118.7 226.3 121.65 121.85 NSA RWZZR 25 NA 3400 \Diamond HAXOM MN O (IAF) . JABRI (FAF) EXARE EC-3 22 OCT 2009 to 19 NOV 2009 2.4 NM to RW22R **∧** 734 **∧** ₇₂₆ MISSED APCH FIX 4 NM PEOTONE **EON** 620 **ELEV** D 225° to RW22R **IGEC PEOTONE** CHICAGO HEIGHTS ۸^{672±} 655_A EON 2100 **IGECY** 3000 EON \Diamond **EXARE HAXOM** 725± **∧** CIDIG ⁷³⁸∕\. 2.4 NM to 3000 RW22R 3000 663± RW22R -3.06° Procedure TCH 55 VGSI and descent Turn 1360 angles not coincident. NA -2.4 NM -4.8 NM-5 NM -1.689 ± CATEGORY Α HIRL Rwys 13C-31C and 4R-22L MIRL Rwys 4L-22R, 13L-31R, and LNAV MDA 1020-1 408 (400-1) 1020-11/4 408 (400-11/4) 13R-31L REIL Rwys 4R, 22L, and 31C 1120-11/2 1180-2 CIRCLING 1120-1 500 (500-1) LDIN Rwys 13C and 31C 500 (500-11/2) 560 (600-2)

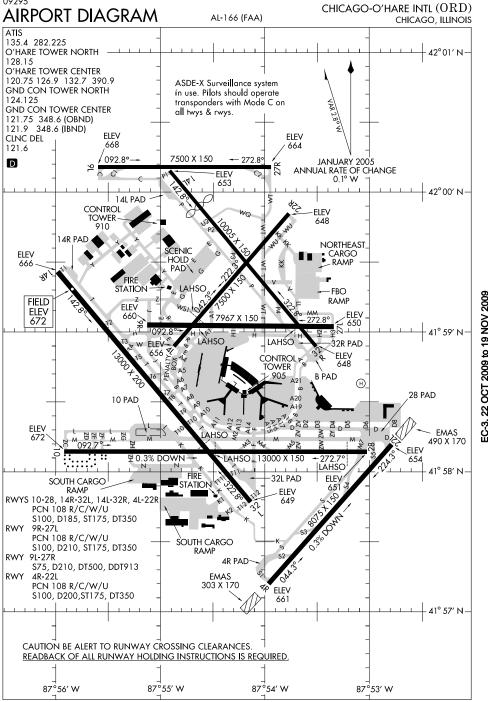


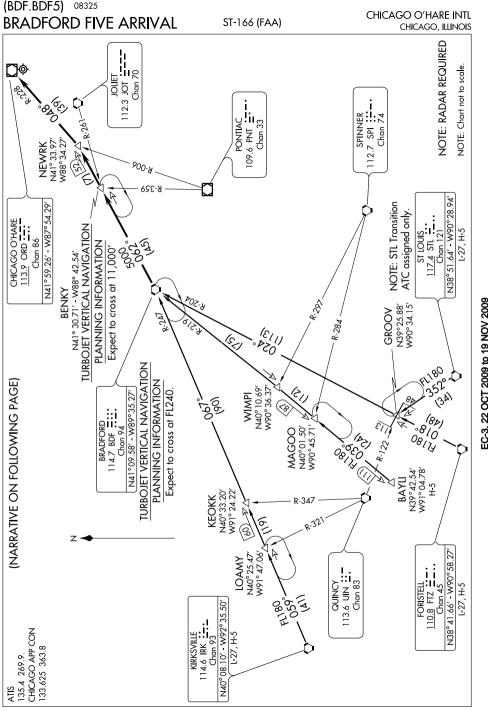




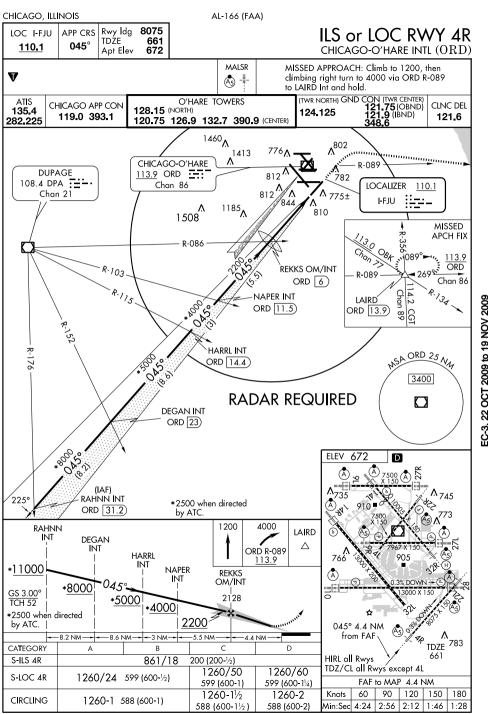


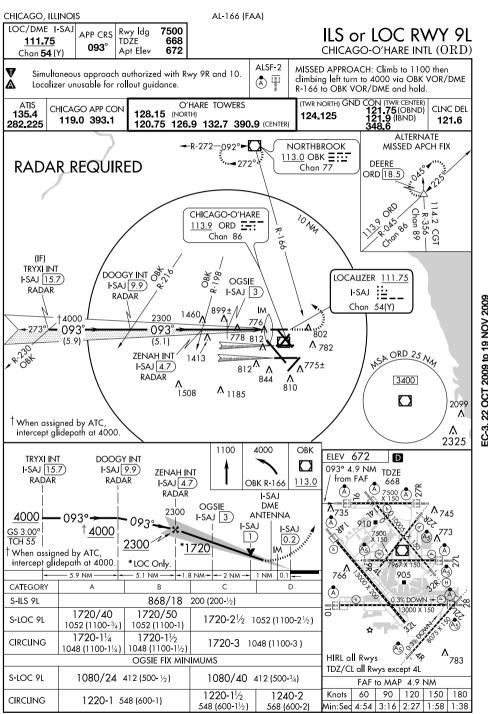
CHICAGO, ILLINOIS AL-81 (FAA) VORTAC CGT Rwy Idg 5812 VOR/DME RNAV or GPS RWY 22L APP CRS 114.2 TDŹE 610 235° CHICAGO MIDWAY INTL (MDW) Apt Elev 620 Chan 89 MISSED APPROACH: Climb to 1300 then climbing left turn V RADAR REQUIRED to 2000 via EON VORTAC R-001 until crossing IGECY Int, À then climb to 2600 to EON VORTAC and hold. MIDWAY TOWER ATIS CHICAGO APP CON GND CON CLNC DEL 132.75 118.4 388.0 118.7 226.3 121.65 121.85 MANLI N41° 54 54′-W87° 30 10′ 114.2 CGT 005.4° -24.1 630 2099 2325 (FAF) (BAWJU) 6 NM from MAP WP N41° 50.72′-W87° 37.95′ 756 <u>A</u> 708 2 NM from MAP WP FC-3 22 OCT 2009 to 19 NOV 2009 N41° 48.53′-W87° 42.44′ Ϋ́Λ 811 ۸₇₂₆ MAP -HINSN MISSED N41° 47′44′ - W87° 44.68′ APCH FIX 114.2 CGT 333.2° -18.6 - 630 -**PEOTONE** SA HINSN 25 NZ 113.2 EON = -Chan 79 ELEV 620 D 3400 **IGECY INT** EON 20) HIRL Rwys 13C-31C and 4R-22L MIRL Rwys 4L-22R, 13L-31R, and 113. 13R-31L Chan 7 REIL Rwys 4R, 22L, and 31C LDIN Rwys 13C and 31C 80 235° to MAP WP 2000 ^^{672±} ⁶⁵⁵∧ 1300 2600 EON (BAWJU) **IGECY** MANL \Diamond 6 NM from INT WP MAP WP EON R-001 657± 113.2 113.2 **TDZE** 25± 610 2 NM from 235 3000 HINSN 3000 MAP WP 235 ⁷³⁸∕\. MAP WP <u>≤3</u>.67° VGSI and descent 663± 1400 TCH 53 angles not coincident. -2 NM-4 NM -- 7 NM -61± CATEGORY Α 1300-2 1300-21/4 **Λ**689 ± S-22L 1300-1 690 (700-1) 690 (700-2) 690 (700-21/4) 1300-2 1300-21/4 CIRCLING 1300-1 680 (700-1) 680 (700-21/4) 680 (700-2)

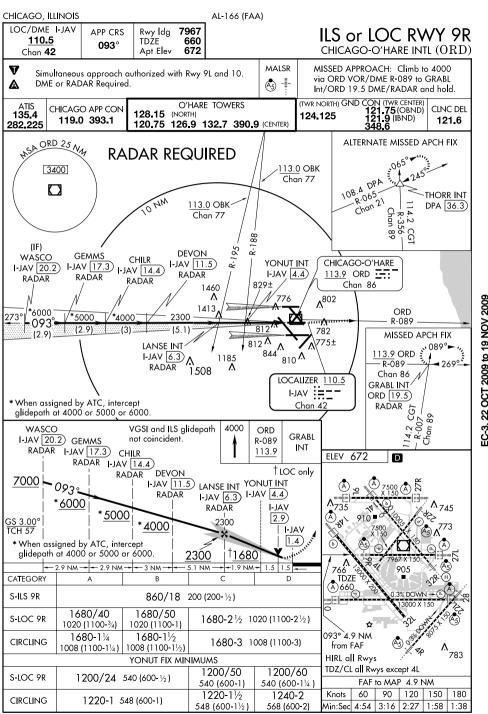


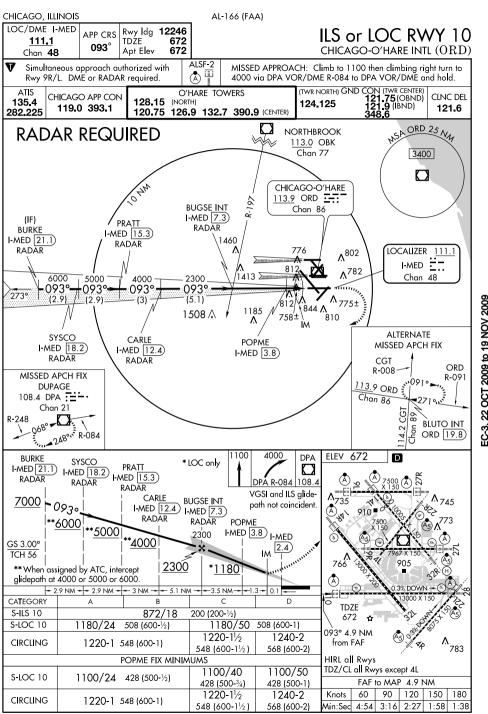


(BDF.BDF5) 07018 CHICAGO O'HARE INTL BRADFORD FIVE ARRIVAL ST-166 (FAA) CHICAGO, ILLINOIS ARRIVAL DESCRIPTION BAYLI TRANSITION (BAYLI.BDF5): From over BAYLI INT via BDF R-219 to BDF VORTAC. Thence.... FORISTELL TRANSITION (FTZ.BDF5): From over FTZ VORTAC via FTZ R-018 and BDF R-204 to BDF VORTAC. Thence.... KIRKSVILLE TRANSITION (IRK.BDF5): From over IRK VORTAC via IRK R-059 and BDF R-247 to BDF VORTAC. Thence.... ST LOUIS TRANSITION (STL.BDF5): From over STL VORTAC via STL R-352 and BDF R-204 to BDF VORTAC. Thence....from over the BDF VORTAC via BDF R-062 to NEWRK INT, thence direct ORD VOR/DME. Expect vector to final approach course. EC-3 22 OCT 2009 to 19 NOV 2009

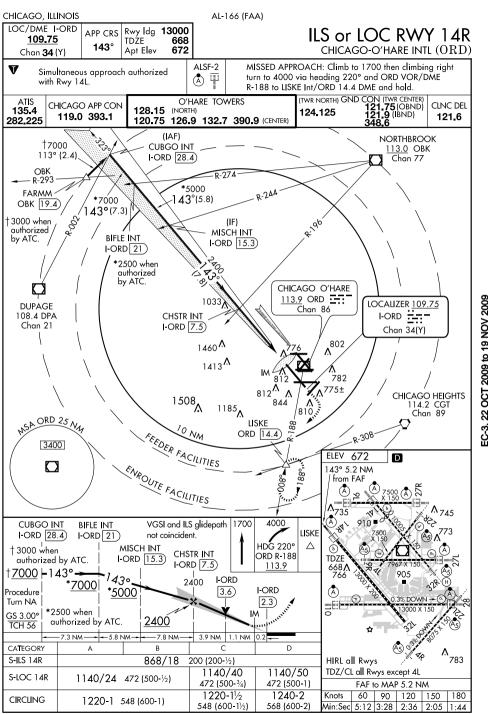


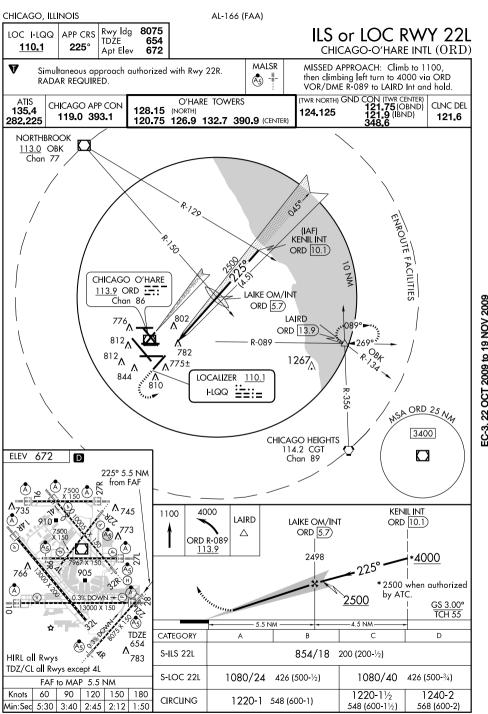


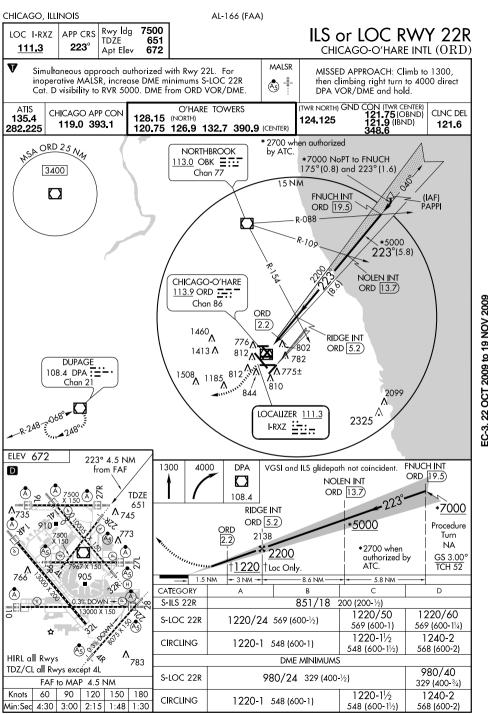


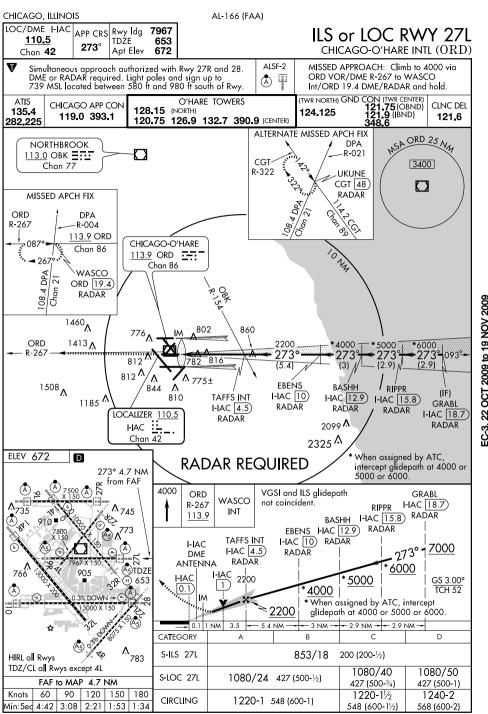


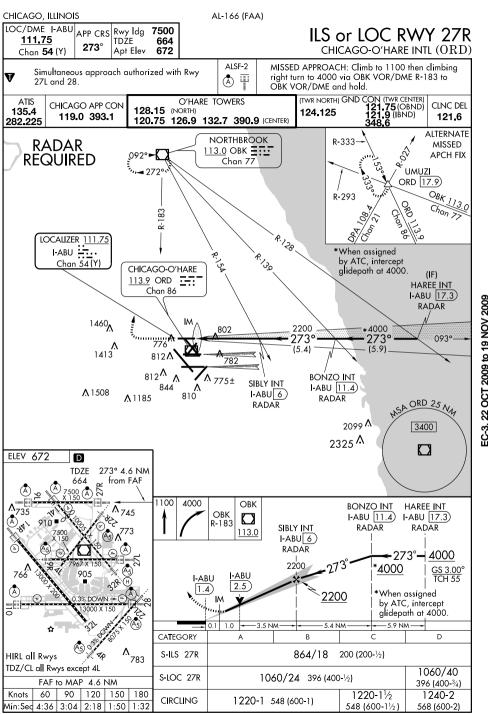
CHICAGO, ILLINOIS AL-166 (FAA) LOC/DMF I-OHA 8007 Rwy Ida APP CRS ILS or LOC RWY 14L 110.9 TDŹE 653 143° 672 CHICAGO-O'HARE INTL (ORD) Apt Elev Chan 46 ALSF-2 MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to Simultaneous approach authorized with Rwy 14R. LAIRD Int and hold, continue climb-in-hold to 4000. (TWR NORTH) GND CON (TWR CENTER)
124.125 121.9 (IBND)
348.6 O'HARE TOWERS ATIS 135.4 CHICAGO APP CON CINC DEL 128.15 (NORTH) 119.0 393.1 121.6 282,225 120.75 126.9 132.7 390.9 (CENTER) FARMM ALTERNATE MISSED APCH FIX MISSED APCH FIX 323° (IAF) .11089°►11/2 KEYEB INT NORTHBROOK 113.0 OBK **Ξ**:--ORD I-OHA 25.9) R-089 *4000 Chan 77 1,084 4,784 113° (4.6) ⊢R-272—<u>,</u>092°**►【** R-293 LAIRD *3000 when ORD [13.9] assigned by ATC. 114.2 CGT Chan 89 هر_{اړي.} **NORTHBROOK** 113.0 OBK **Ξ**... EC-3 22 OCT 2009 to 19 NOV 2009 Chan 77 (IF) PLUNC INT CHICAGO O'HARE NSA ORD 25 Ny I-OHA [13.1) 113.9 ORD ---JEXOS INT Chan 86 3400 I-OHA 7 LOCALIZER 110.9 ¹⁴⁶⁰∧ I-OHA ∧⁸⁰² Chan 46 1413 R-089 812 782 672 FLEV 812 A D Λ¹⁵⁰⁸ ۸ 143° 5.5 NM 844 A 775 ^¹¹⁸⁵ from FAF TDZE اكر. 653 757 810 (Å) 10 NM ۸₇₃₅ *3000 when assigned by ATC. 1200 4000 ORD LAIRD KEYEB INT PLUNC INT R-089 I-OHA 25.9 Δ I-OHA [13.1] HDG 113.9 059° Procedure JEXOS INT Turn NA I-OHA 7 I-OHA 2500 4000 M 2.8) 143 *4000 I-OHA 1.5) 2500 GS 3.00° TCH 58 12.8 NM 6 NM - 4.2 NM-1.2 0.1 CATEGORY Α R C D HIRL all Rwys 783 S-ILS 14L 853/18 200 (200-1/2) TDZ/CL all Rwys except 4L 1140/40 1140/50 S-LOC 14L 1140/24 487 (500-1/2) FAF to MAP 5.5 NM 487 (500-3/4) 487 (500-1) 60 90 120 150 180 Knots 1220-11/2 1240-2 CIRCLING 1220-1 548 (600-1) 548 (600-11/2) 568 (600-2) Min:Sec 5:30 3:40 2:45 2:12 1:50



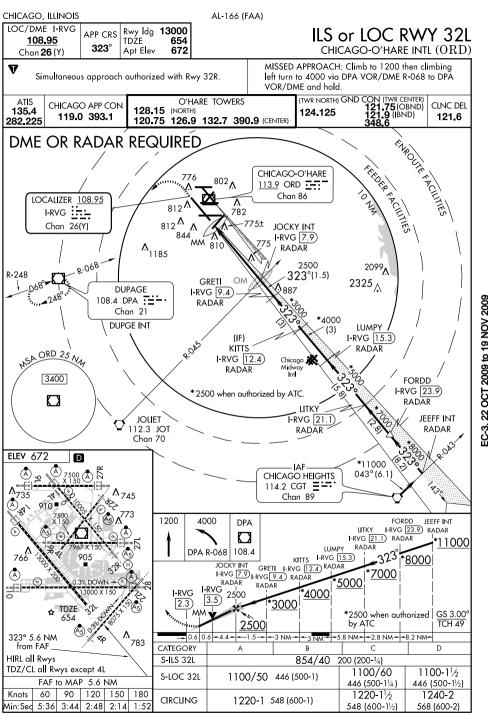


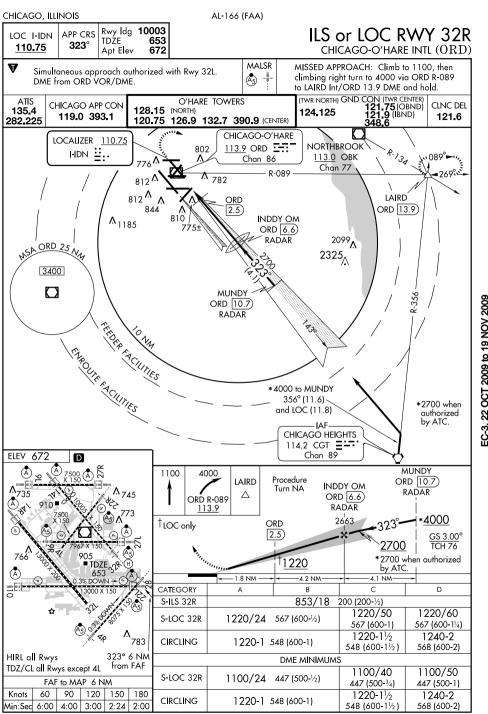


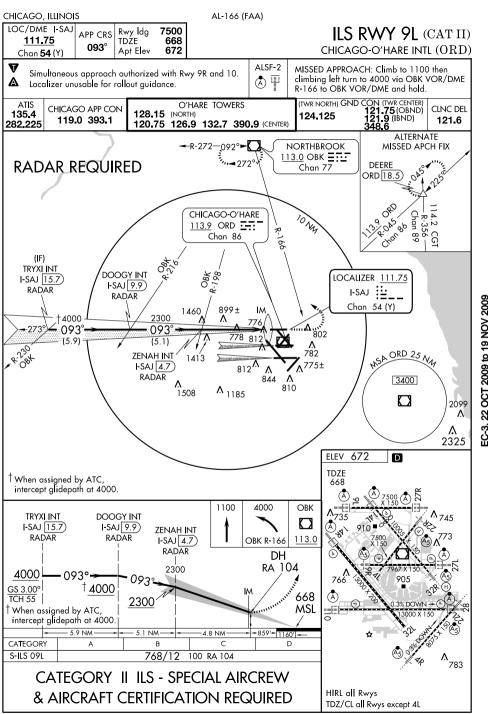


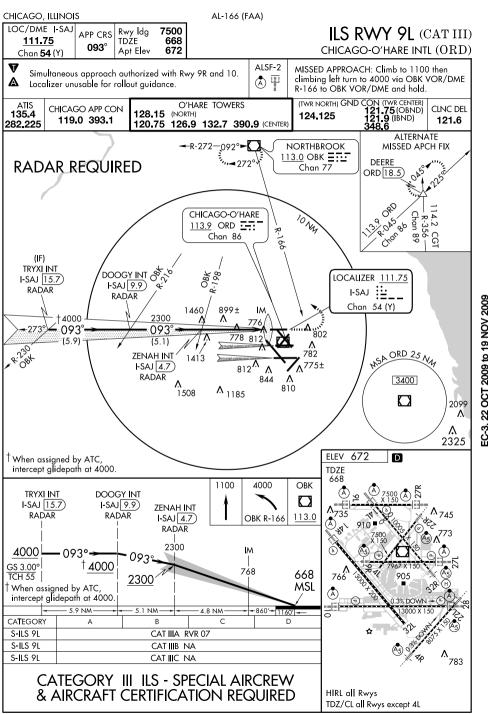


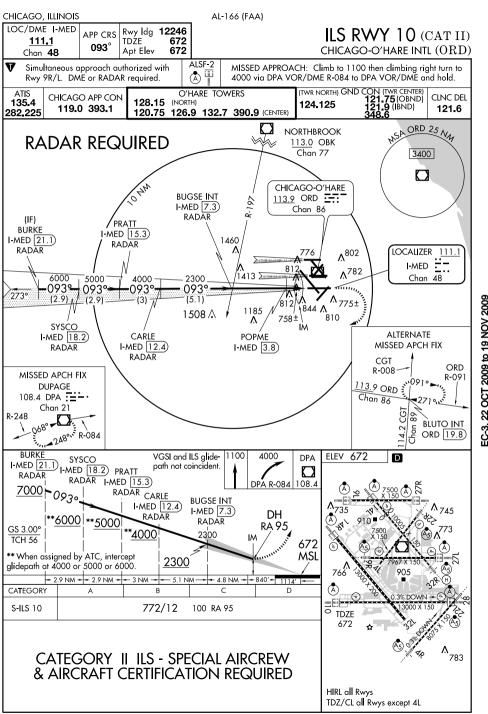
CHICAGO, ILLINOIS AL-166 (FAA) LOC/DME I-TSL Rwy Ida 13000 ILS or LOC RWY 28 APP CRS TDŹE 651 111.1 273° CHICAGO-O'HARE INTL (ORD) Apt Elev 672 Chan 48 ALSF-2 MISSED APPROACH: Climb to 1100 then climbing Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required. left turn to 4000 via heading 215° and DPA VOR/DME ▥ (Å) R-082 to DPA VOR/DME and hold. (TWR NORTH) GND CON (TWR CENTER)
121.75 (OBND)
121.9 (IBND)
348.6 O'HARE TOWERS ATIS CHICAGO APP CON CINC DEL 135.4 128.15 (NORTH) 119.0 393.1 121.6 282,225 120.75 126.9 132.7 390.9 (CENTER) ALTERNATE MISSED APCH FIX NSA ORD 25 NA NORTHBROOK BURKE INT 113.0 OBK **Ξ**:--ORD 19.9 3400 RADAR ORD 113.9 اً \$265° د Chan 86 **DUPAGE** 108.4 DPA :=:-DPA 108. Chan 21 CHICAGO O'HARE 113.9 ORD ---Chan 86 (IF) R-248 BIUTO MISSED APCH FIX WAVIE I-TSL 18.6 EC.3, 22 OCT 2009 to 19 NOV 2009 I-TSL 12.8) RADAR 802 1460 A RADAR 782 1413 ^ 888 2200 4000 5000 6000 812A 273° 273°• 273° 273° 093° 812 Å 810 **№** 775± (3) 12.91 (2.9) (5.4) 1508 844 A IM ADAME 810 **.** 1185 WILLT INT I-TSL 9.8 108.4 DPA ROCSE I-TSL 4.4) RADAR LOCALIZER 111.1 -R-082 2099_^ I-TSL 15.7 RADAR Chan 21 I-TSL ∷. RADAR 2325_{\(\)} Chan 48 ELEV 672 D RADAR REQUIRED (Ā) 1100 4000 DPA * When assigned by ATC when assigned by Gray, intercept glidepath at 4000, ROCSE **BLUTO** I-TSL 18.6) or 5000 or 6000. HDG 215° DPA R-082 I-TSL 15.7) RADAR 108.4 WAVIE ADAME I-TSL 12.8) RADAR I-TSI WILLT INT I-TSL 9.8) RADAR DME I-TSL 4.4) 7000 RADAR ANTENNA RADAR 273° (Å) *6000 I-TSL I-TSL 2200 3% DOWN -0.8) *5000 0.3 4000 GS 3.00° 2200 TCH 51 **TDZE** - 3 NM - 2.9 NM - 2.9 NM -0.2 - 0.9 - 3.6 NM - - 5.4 NM -651 CATEGORY 783 273° 4.6 NM S-ILS 28 851/18 200 (200-1/2) HIRL all Rwys from FAF TDZ/CL all Rwys except 4L **S-LOC 28** 1060/24 1060/40 409 (400-34) 409 (400-1/2) FAF to MAP 4.6 NM 60 90 120 150 180 Knots 1220-11/2 1240-2 CIRCLING 1220-1 548 (600-1) 548 (600-11/2) Min:Sed 4:36 | 3:04 | 2:18 | 1:50 1:32 568 (600-2)

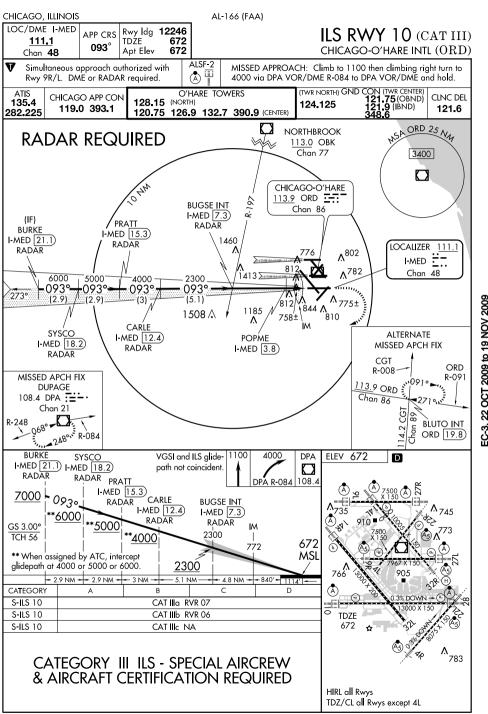






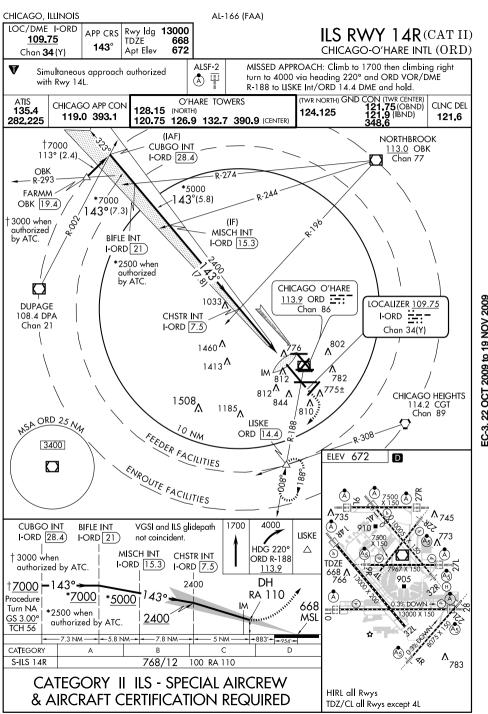


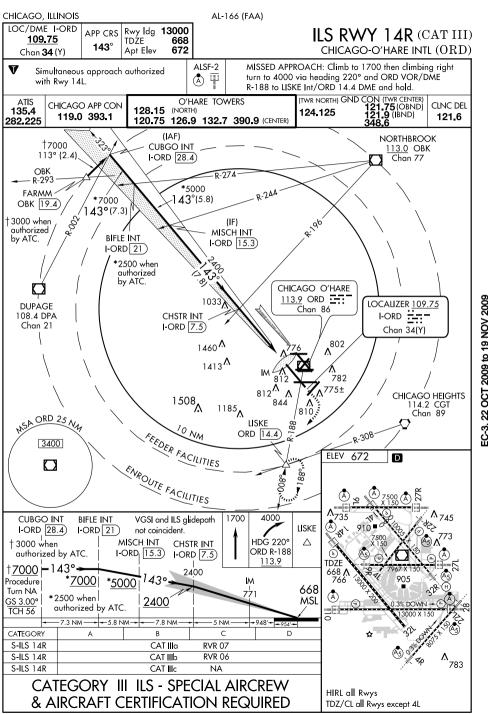


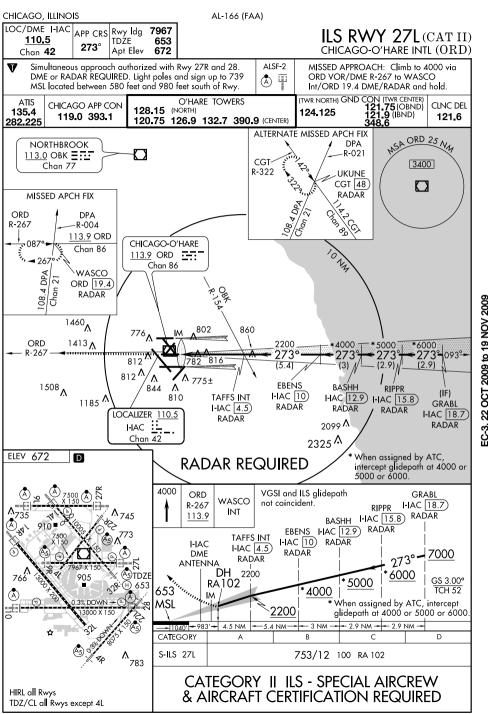


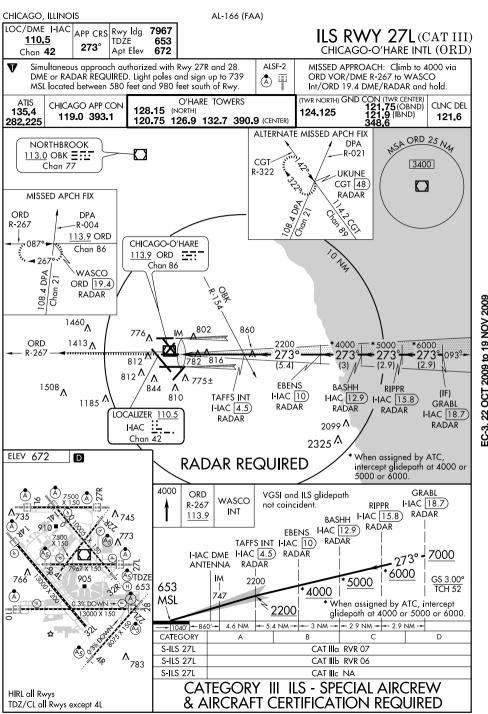
CHICAGO, ILLINOIS AL-166 (FAA) LOC/DMF I-OHA Rwy Ida 8007 ILS RWY 14L (CAT II) APP CRS 110.9 TDŹE 653 143° 672 Apt Elev CHICAGO-O'HARE INTL (ORD) Chan 46 ALSF-2 MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to Simultaneous approach authorized with Rwy 14R. LAJRD Int and hold, continue climb-in-hold to 4000. (TWR NORTH) GND CON (TWR CENTER)
124.125 121.9 (IBND)
348.6 O'HARE TOWERS ATIS CHICAGO APP CON CINC DEL 128.15 (NORTH) 135.4 119.0 393.1 121.6 120.75 126.9 132.7 390.9 (CENTER) 282 225 FARMM ALTERNATE MISSED APCH FIX MISSED APCH FIX 323° (IAF) ...089°►... NORTHBROOK KEYEB INT ORD 113.0 OBK **Ξ**:--R-089 I-OHA 25.9) *4000 Chan 77 113° (4.6) LAIRD ⊢R-272—<u>,</u>092°**►【** R-203 ORD 13.9 *3000 when assigned 114.2 CGT by ATC. Chan 89 **NORTHBROOK** 113.0 OBK **Ξ**... FC-3 22 OCT 2009 to 19 NOV 2009 Chan 77 (IF) PLUNC INT CHICAGO O'HARE SA ORD 25 NA I-OHA [13.1) 113.9 ORD ---JEXOS INT Chan 86 3400 I-OHA 7 LOCALIZER 110.9 ¹⁴⁶⁰∧ I-OHA ∷... ∧⁸⁰² Chan 46 1413_^ R-089 812 782 672 **FLEV** 812 A D Λ¹⁵⁰⁸ 844 A 775 ۸¹¹⁸⁵ 810 **TDZE** 10 NM 4000 1200 KEYEB INT PLUNC INT ORD R-089 LAIRD I-OHA 25.9) I-OHA 13.1 JEXOS INT 113.9 HDĞ Δ I-OHA 7 059° Procedure Turn NA 2500 DH *4000 ⊢143°= RA 102 *4000 *3000 when 2500 GS 3.00° 653 MSL assigned by ATC. TCH 58 -12.8 NM-5.4 NM 6 NM--889'-1064'-CATEGORY C 753/12 100 RA 102 S-ILS 14L 783 CATEGORY II ILS - SPECIAL AIRCREW HIRL all Rwys & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS AL-166 (FAA) LOC/DMF I-OHA Rwy ldg 8007 ILS RWY 14L (CAT III) APP CRS 110.9 TDŻE 653 143° 672 CHICAGO-O'HARE INTL (ORD) Apt Elev Chan 46 MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to ALSF-2 Simultaneous approach authorized with Rwy 14R. (Å) LAIRD Int and hold, continue climb-in-hold to 4000. (TWR NORTH) GND CON (TWR CENTER)
124.125 121.9 (IBND)
348.6 O'HARE TOWERS **ATIS** CHICAGO APP CON CINC DEL 135.4 128.15 (NORTH) 119.0 393.1 121.6 282,225 120.75 126.9 132.7 390.9 (CENTER) FARMM ALTERNATE MISSED APCH FIX MISSED APCH FIX 323° (IAF) ...089°►... NORTHBROOK KEYEB INT ORD 113.0 OBK **Ξ**:--I-OHA 25.9 R-089 *4000 Chan 77 113° (4.6) ⊢R-272—<u>,</u>092°**►【** LAIRD R.293 ORD 13.9 *3000 when assigned 114.2 CGT by ATC. Chan 89 **NORTHBROOK** 113.0 OBK **Ξ**... FC-3 22 OCT 2009 to 19 NOV 2009 Chan 77 (IF) PLUNC INT CHICAGO O'HARE NSA ORD 25 NA I-OHA [13.1) 113.9 ORD ---JEXOS INT Chan 86 3400 I-OHA 7 LOCALIZER 110.9 ¹⁴⁶⁰∧ I-OHA ∷... ∧⁸⁰² Chan 46 1413_^ R-089 812 782 672 **FLEV** 812 A D Λ¹⁵⁰⁸ 844 A 775 ^¹¹⁸⁵ TDZE 810 653 10 NM 1200 4000 KEYEB INT PLUNC INT LAIRD ORD R-089 JEXOS INT I-OHA 25.9) I-OHA 13.1) 113.9 Λ I-OHA 7 **HDG** Procedure 0599 Turn NA 2500 IM *4000 -143°-*4000 885 * 3000 when assigned by ATC. 2500 653 MSL GS 3.00° TCH 58 ---12.8 NM-6 NM 5.4 NM -**-** 753′ CATEGORY C D S-ILS 14L Cat Illa RVR 07 Cat IIIb S-ILS 14L RVR 06 783 S-ILS 14L Cat IIIc NA CATEGORY III ILS - SPECIAL AIRCREW HIRL all Rwys & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL all Rwys except 4L



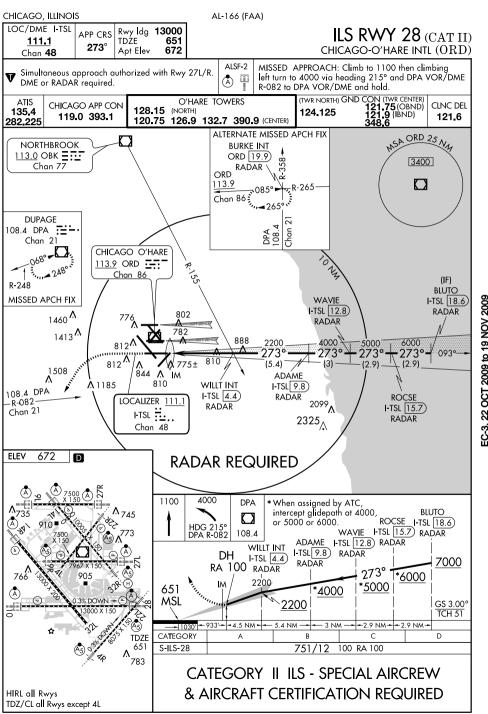


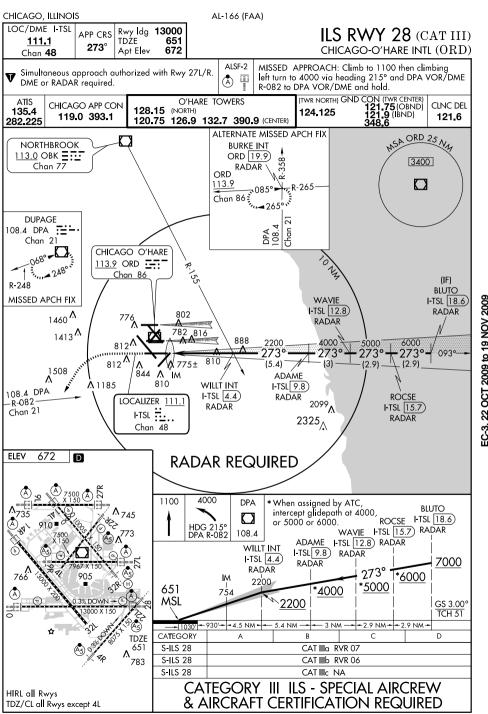


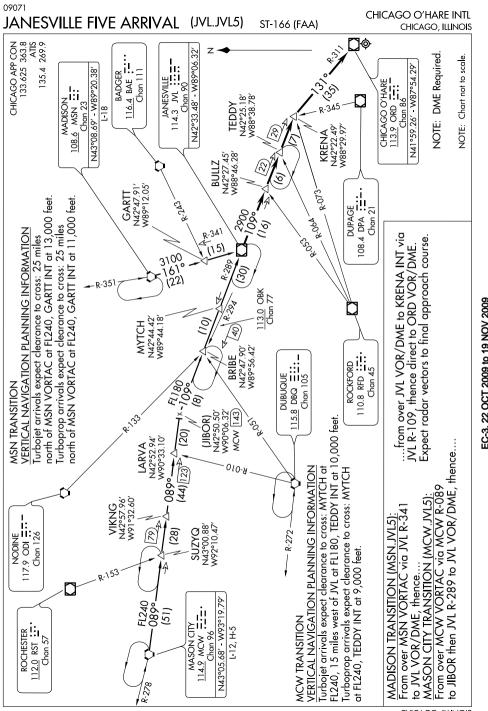


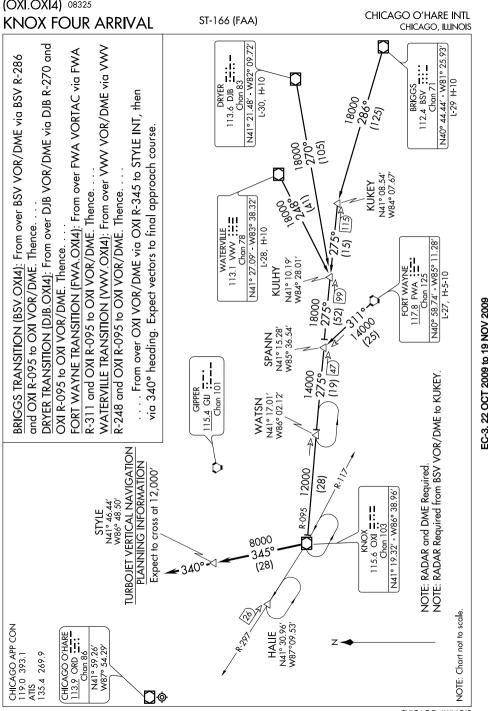
CHICAGO, ILLINOIS AL-166 (FAA) LOC/DME I-ABU APP CRS 7500 Rwy Idg ILS RWY 27R (CAT II) 111,75 TDŹE 664 273° CHICAGO-O'HARE INTL (ORD) Apt Elev 672 Chan 54 (Y) ALSF-2 V MISSED APPROACH: Climb to 1100 then climbing Simultaneous approach authorized with right turn to 4000 via OBK VOR/DME R-183 to (Å) Ψ Rwy 27L and 28. OBK VOR/DME and hold. (TWR NORTH) GND CON (TWR CENTER)
124.125 121.75 (OBND)
121.9 (IBND)
348.6 O'HARE TOWERS ATIS CHICAGO APP CON CINC DEL 128.15 (NORTH) 135.4 119.0 393.1 121.6 120.75 126.9 132.7 390.9 (CENTER) 282,225 ALTERNATE NORTHBROOK RADAR REQUIRED R-333-MISSED <u>113.0</u> OBK **Ξ**∶∙∙ APCH FIX **■** 272° UMUZI ORD 17.9 OBK 113.0 R-293 Chan >> R-183 LOCALIZER 111.75 I-ABU ::-.. *When assigned by ATC, intercept Chan 54 (Y) glidepath at 4000. CHICAGO-O'HARE (IF) 113.9 ORD :-: HAREE INT Chan 86 I-ABU 17.3) EC-3 22 OCT 2009 to 19 NOV 2009 RADAR 1460 802 2200 *****4000 273° 273° 093° (5.9) (5.4)1413 812 782 **BONZO INT** ^ _{775±} SIBLY INT I-ABU 11.4 844 Λ 1508 I-ABU 6 810 Λ 1185 RADAR MSA ORD 25 Ny RADAR ₂₀₉₉ ^ 3400 2325 △ ELEV 672 D 1100 4000 *When assigned by ATC, intercept OBK ۸₇₄₅ alidepath at 4000. **OBK** R-183 HAREE INT BONZO INT I-ABU 11.4) I-ABU 17.3) 113.0 RADAR RADAR SIBLY INT I-ABU 6 RADAR DH 2200 RA 101 -273°-4000 273° 664 *4000 MSL <u>GS 3.00</u>° TCH 55 2200 -5.4 NM -5.9 NM 1136'-- 870′→ -- 4.4 NM CATEGORY В D 783 764/12 S-ILS-27R 100 RA 101 CATEGORY II ILS - SPECIAL AIRCREW HIRL all Rwys & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL all Rwys except 4L

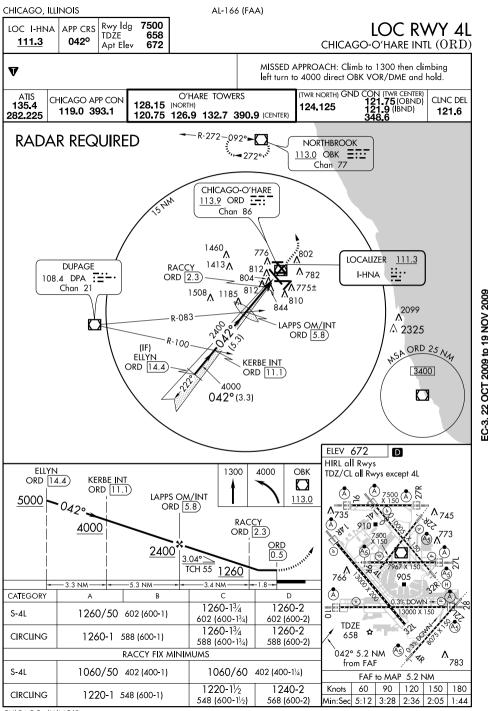
CHICAGO, ILLINOIS AL-166 (FAA) LOC/DME I-ABU APP CRS 7500 Rwy Ida ILS RWY 27R (CAT III) 111,75 TDŹE 664 273° CHICAGO-O'HARE INTL (ORD) Apt Elev 672 Chan 54 (Y) ALSF-2 V MISSED APPROACH: Climb to 1100 then climbing Simultaneous approach authorized with right turn to 4000 via OBK VOR/DME R-183 to (Å) Rwv 27L and 28. OBK VOR/DME and hold. (TWR NORTH) GND CON (TWR CENTER)
124.125 121.75 (OBND)
121.9 (IBND)
348.6 O'HARE TOWERS ATIS CHICAGO APP CON CINC DEL 135.4 128.15 (NORTH) 119.0 393.1 121.6 282-225 120.75 126.9 132.7 390.9 (CENTER) ALTERNATE NORTHBROOK RADAR REQUIRED R-333-MISSED 113.0 OBK **= :--**APCH FIX **■** 272° UMUZI ORD 17.9 OBK 113.0 R-293 Chan >> R-183 LOCALIZER 111.75 I-ABU ::-.. * When assigned by ATC, intercept glidepath at 4000. Chan 54 (Y) CHICAGO-O'HARE (IF) 113.9 ORD :-: HAREE INT Chan 86 I-ABU 17.3) EC.3 22 OCT 2009 to 19 NOV 2009 RADAR 1460 802 2200 *4000 273° 273° 093° (5.9) (5.4)1413 812A 782 812[^] ^ _{775±} **BONZO INT** SA ORD 25 NA SIBLY INT I-ABU 11.4) 844 Λ 1508 I-ABU 6 ลาด์ Λ 1185 RADAR 3400 RADAR ₂₀₉₉ ^ 2325 △ ELEV 672 D 1100 4000 *When assigned by ATC, intercept OBK **TDZE** OBK glidepath at 4000. 664 R-183 **BONZO INT** HAREE INT I-ABU 11.4) 113.0 I-ABU 17.3) RADAR RADAR SIBLY INT I-ABU 6 RADAR 2200 M -273°- 4000 273 764 664 *4000 MSL <u>GS 3.</u>00° 2200 TCH 55 860′-5.4 NM 4.4 NM 5.9 NM CATEGORY В D S-ILS-27R CAT IIIa RVR 07 S-ILS-27R CAT IIIb RVR 06 783 S-ILS-27R CAT IIIc NA CATEGORY III ILS - SPECIAL AIRCREW HIRL all Rwys & AIRCRAFT CERTIFICATION REQUIRED TDZ/CL all Rwys except 4L

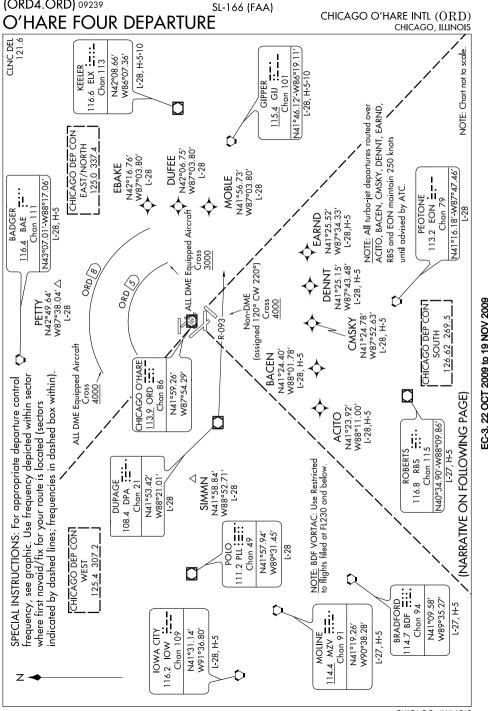












22 OCT 2009 to 19 NOV 2009

(ORD4.ORD) 09239

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to first enroute navaid/fix. Expect clearance to

requested altitude/flight level ten minutes after departure. ALL DME EQUIPPED AIRCRAFT: Cross 5 DME arc of ORD at or above 3000 feet MSL. cross 8 DME arc of ORD at or above 4000 feet, maintain 5000 feet or assigned

altitude. If unable to comply advise ATC as soon as possible prior to departure. NON-DME PROCEDURES: Aircraft intially assigned heading 120° CW 220°, cross

DPA R-093 at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

TAKE-OFF MINIMUMS: Rwys 4L/R, 9L/R, 10, 14L/R, 22L/R, 32R, Standard.

Rwy 27L, Standard with minimum climb of 214 feet per NM to 1700, or 300-11/4 with minimum climb of 203 feet per NM to 1700, or alternatively, with Standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later

than 1500 feet prior to departure end of runway. Rwy 27R, Standard with minimum climb of 228 feet per NM to 1800. Rwy 28, Standard with minimum climb of 222 feet per NM to 1700.

Rwy 32L, Standard with minimum climb of 231 feet per NM to 1800.

TAKE-OFF OBSTACLES: Rwy 4L: Multiple buildings beginning 3325' from DER, 1198' right of centerline, up to 101'

AGL/750' MSL. Rwy 4R: Multiple trees beginning 793' from DER, 568' right of centerline, up to 77' AGL/716' MSL. Multiple trees beginning 2266' from DER, 756' left of centerline, up to 84' AGL/ 723' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/

735' MSL. Rwy 9L: Building 2771' from DER, 1194' right of centerline, 94' AGL/745' MSL.

Rwy 9R: Street light 877' from DER, 686' right of centerline, 40' AGL/684' MSL.

Rwy 10: Multiple towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/ 771' MSL. Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735'

MSL. Rwy 14L: Multiple lights beginning 982' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp and sign beginning 100' from DER, 363' right of

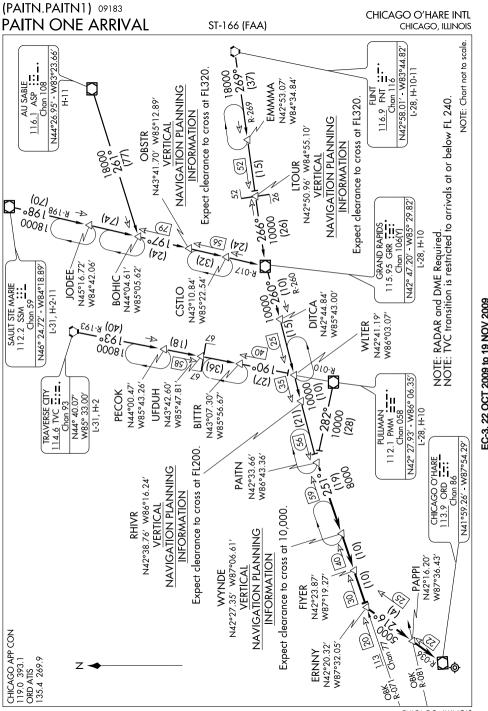
centerline, up to 80' AGL/729' MSL. Rwy 14R: Parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL 730' MSL. Rwy 22L: Tree 972' from DER, 354' left of centerline, 31' AGL/690' MSL.

Rwy 22R: Parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL. Rwy 27L: Multiple poles, towers, and aircraft on ramp beginning 70' from DER, 408' left of centerline, 147' AGL/812' MSL.

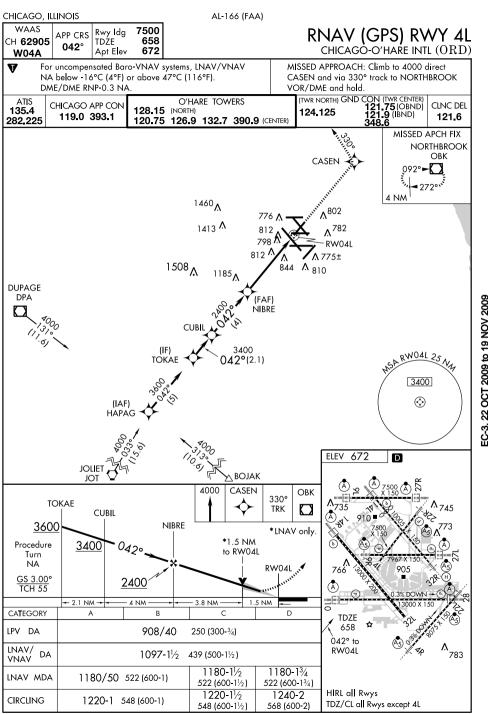
Rwy 27R: Elevator 2778' from DER, 1021' left of centerline, 111' AGL/776' MSL. Tank 1489' from DER, 892' left of centerline, 55' AGL/723' MSL.

Rwy 32R: Multiple trees beginning 1438' from DER, 851' right of centerline, up to 71' AGL/

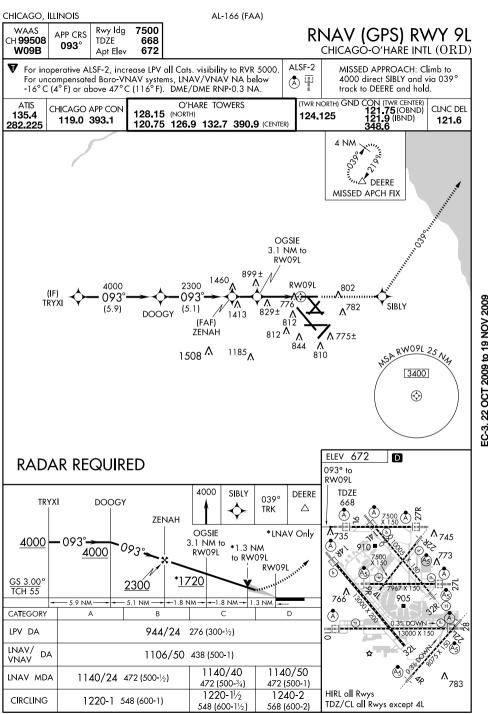
Rwy 32L: Flag pole 2036' from DER, 791' left of centerline, 58' AGL/732' MSL. 715' MSL.

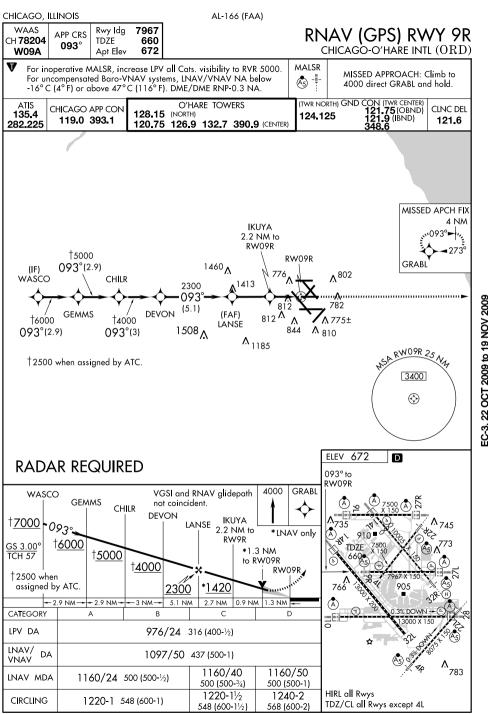


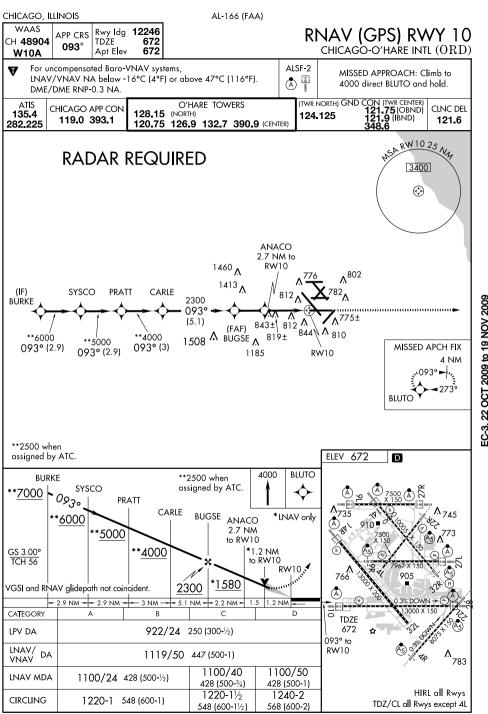
(PAITN. PAITN1) 08325 CHICAGO O'HARE INTL PAITN ONF ARRIVAL ST-166 (FAA) CHICAGO, ILLINOIS ARRIVAL DESCRIPTION AU SABLE TRANSITION (ASP.PAITN1): From over ASP VOR/DME via ASP R-261 to BOHIC then via GRR R-017 to GRR VOR/DME then via GRR R-260 to PAITN. Thence.... FLINT TRANSITION (FNT.PAITN1): From over FNT VORTAC via FNT R-269 to GRR VOR/DME then via GRR R-260 to PAITN. Thence.... GRAND RAPIDS TRANSITION (GRR.PAITN1): From over GRR VOR/DME via GRR. R-260 to PAITN. Thence.... PULLMAN TRANSITION (PMM.PAITN1): From over PMM VOR/DME via PMM R-282 to PAITN. Thence.... SAULT STE MARIE TRANSITION (SSM.PAITN1): From over SSM VOR/DME via SSM R-198 to BOHIC then via GRR R-17 to GRR VOR/DME then via GRR R-260 to PAITN. Thence.... TRAVERSE CITY TRANSITION (TVC.PAITN1): From over TVC VORTAC via TVC R-193 to BITTR/TVC R-190 to WLTER/TVC 122 DME then via GRR R-260 to PAITN ThenceFrom over PAITN via OBK VOR/DME R-071 to WYNDE, then via EC.-3 22 OCT 2009 to 19 NOV 2009 OBK VOR/DME R-071 to FIYER, then via OBK VOR/DME R-071 to ERNNY, then via ORD VOR/DME R-036 to PAPPI, then via ORD VOR/DME R-036 to ORD VOR/DME. Expect radar vectors to final approach course.

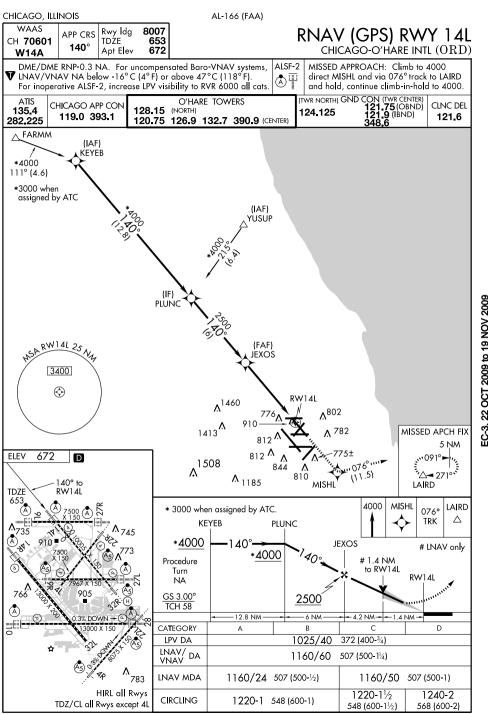


CHICAGO, ILLINOIS AL-166 (FAA) Rwy Ida 8075 RNAV (GPS) RWY 4R APP CRS TDŻE 661 041° CHICAGO-O'HARE INTL (ORD) 672 Apt Elev V DME/DME RNP-0.3 NA. For inoperative MALSR MALSR MISSED APPROACH: Climb to 4000 increase LNAV Cat. A and B visibility to RVR 5000. A NA via 042° course to NALME WP then For uncompensated Baro-VNAV systems, LNAV/VNAV $(\overline{A_5})$ direct to LAIRD WP and hold. NA below -16°C (4°F) or above 47°C (116°F). (TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 124.125 121.9 (IBND) O'HARE TOWERS ATIS CHICAGO APP CON CINC DEL 135.4 128.15 (NORTH) 119.0 393.1 121.6 282,225 120.75 126.9 132.7 390.9 (CENTER) SARWOAR 25 Ny 3400 1460 <u>^</u> 5 NM NALME 802 A 776 **^** 1413 ^ 782 LAIRD 812 A ^ 775± ¹⁵⁰⁸Λ 844 ¹¹⁸⁵Λ RW04R 2099 (FAF) 2325 ĊATIŃ EC.3 22 OCT 2009 to 19 NOV 2009 DUPAGE DPA DOKBE 300% 4000 **NILES** ·270° (16.8)(IAF) (IAF) WODAD FANPL 672 **ELEV** D JOLIET = JOT ۸₇₃₅ ۸₇₄₅ 4000 NALME LAIRD **DOKBE** Δ CRS 042° CATIV 3000 *1.4 NM * LNAV Only to RW04R 0410 Procedure RW04R Turn NΑ GS 3.00° 2200 TCH 50 5 NM 3.2 NM CATEGORY В C D Α GLS PA DA NA 041° to Vp 783 RW04R LNAV/ **TDZE** DA 1136/60 475 (500-11/4) VNAV 661 1160/50 LNAV MDA 1160/40 499 (500-34) 499 (500-1) 1220-11/2 HIRL all Rwys 1240-2 CIRCLING 1220-1 548 (600-1) TDZ/CL all Rwys except 4L 548 (600-11/2) 568 (600-2)

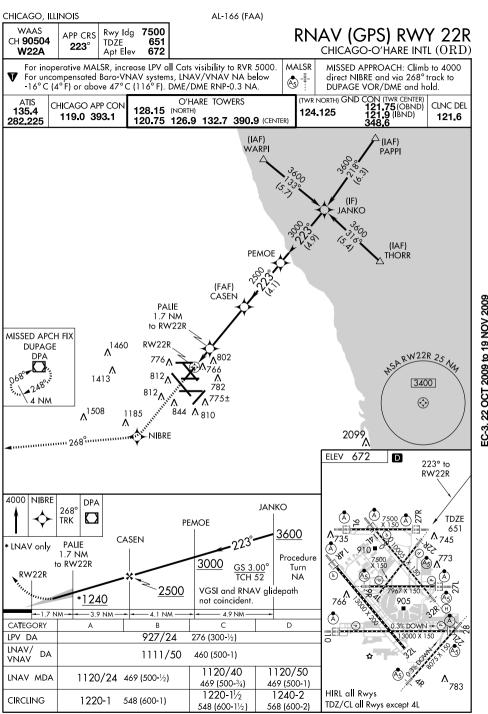


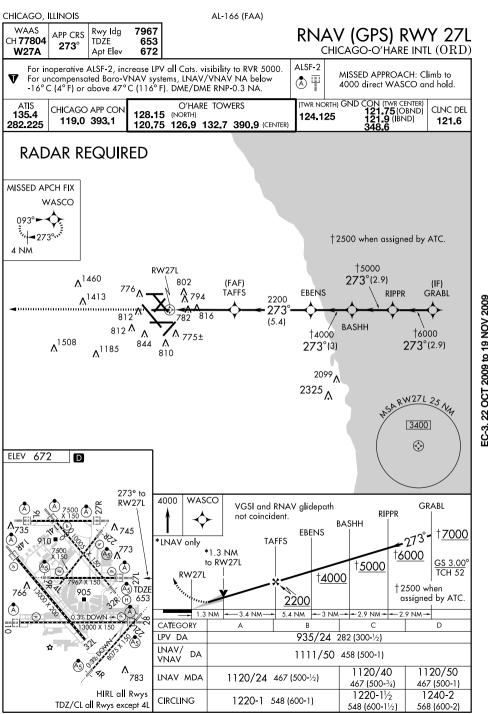


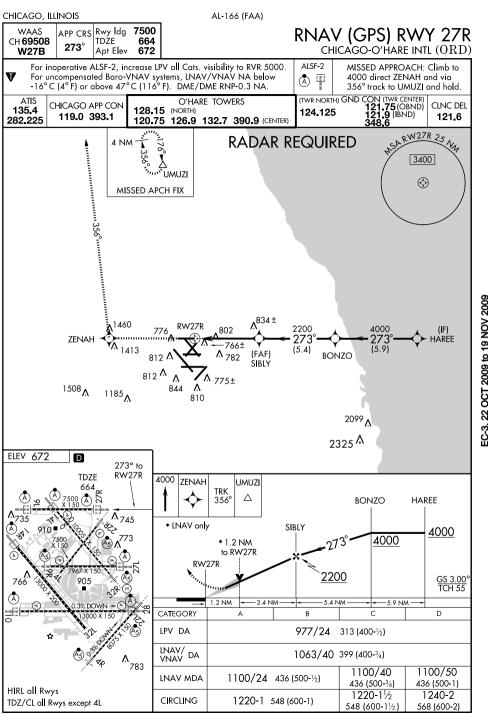


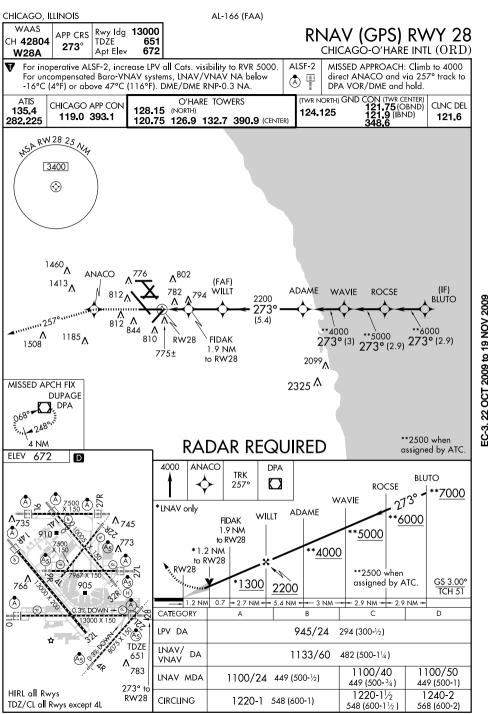


CHICAGO, ILL	Inois		AL-166 (FA	.A)		
WAAS CH 93603 W14B	APP CRS Rwy Idg 143° TDZE Apt Elev	668		RN	AV (GPS) RWY 14R CHICAGO-O'HARE INTL (ORD)	
For inc	perative ALSF, incre ompensated Baro-V (4° F) or above 47°	/NAV systems, l	.NAV/VAN.	pelow A T	MISSED APPROACH: Climb to 4000 direct VACYI and right turn via 207° track to USKE and hold.	
ATIS 135.4 282.225	HICAGO APP CON 119.0 393.1	128.15 (NOF	'HARE TOWERS RTH) 5.9 132.7 390.	(TWR N 124.	121.75(OBND) 121.75(OBND) 125 121.9 (IBND) 124.6 121.6	
	FARMM ←	(IAF) OMTUW	*50033 A *25	MUZI 500 when ithorized ATC.		
15A RW1.	00	MISSED APCI	146 14	802 812 812	RW14R Λ ⁸⁰² Λ ⁸⁰² Λ ⁷⁸²	EC3 22 OCT 2009 to 19 NOV 2009
•		LISKE \$800 \text{1.5} \text{88}	5 NM		ELEV 672 D 143° to RW14R	Ĭ
Procedure Turn NA OM	VGSI and RNA not coincident TUW MISCH		4000 VACYI	207°TRK	\(\hat{\A}\) \(\h	
*5000	-143°- * <u>5000</u>	-1 _{43°} -	HSTR 	IR .	7500 X	
*2500 when authorized by ATC.	GS 3.00° TCH 56 3.4 NM	2400 	3.9 NM - 1.3	RW14R	668 A 7967 x 150	
CATEGORY	Α	В	С	D	33000 X 150	
LPV DA LNAV/ DA		947/24	279 (300-½)			
VNAV		1102/50	434 (500-1)		٨	
LNAV MDA	1160/24 4	192 (500-½)	1160/40 492 (500-¾)	1160/50 492 (500-1)	783 HIDLAND BURNE	
CIRCLING	1220-1 54	48 (600-1)	1 220-1½ 548 (600-1½)	1240-2 568 (600-2)	HIRL all Rwys TDZ/CL all Rwys except 4L	

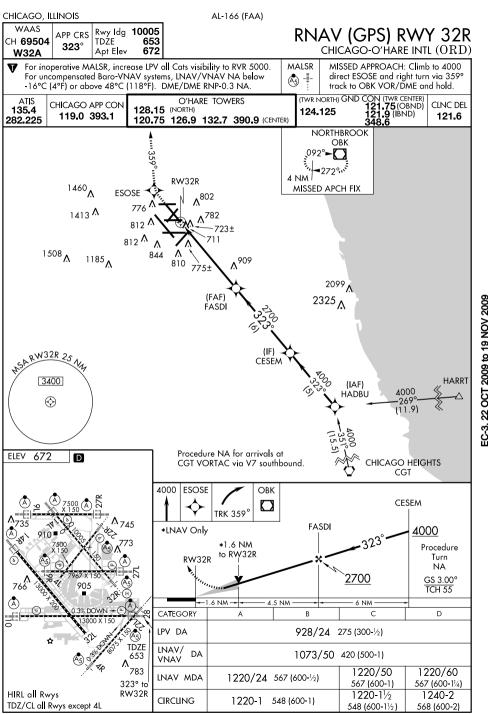


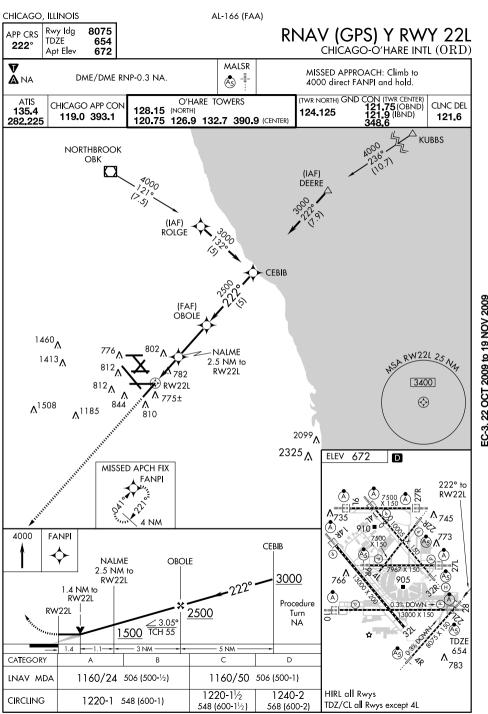


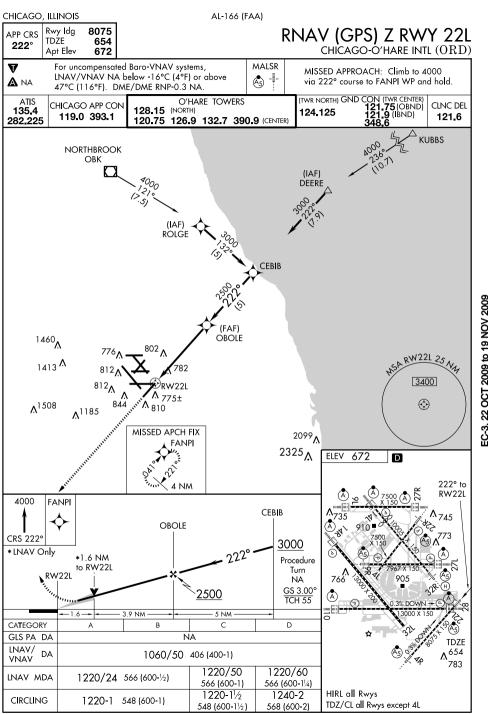


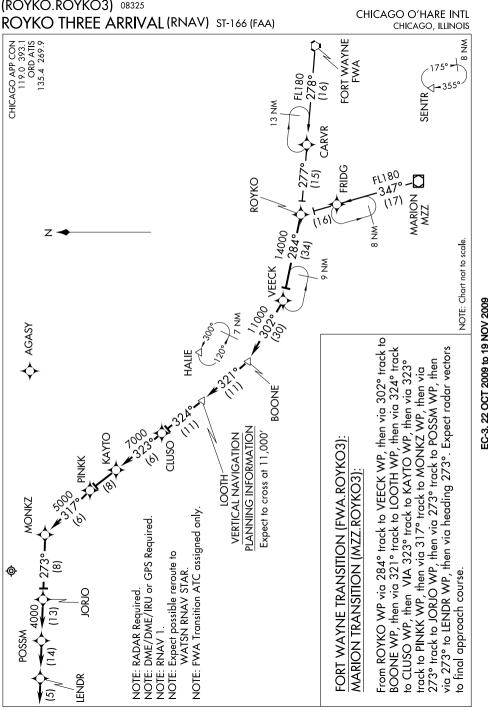


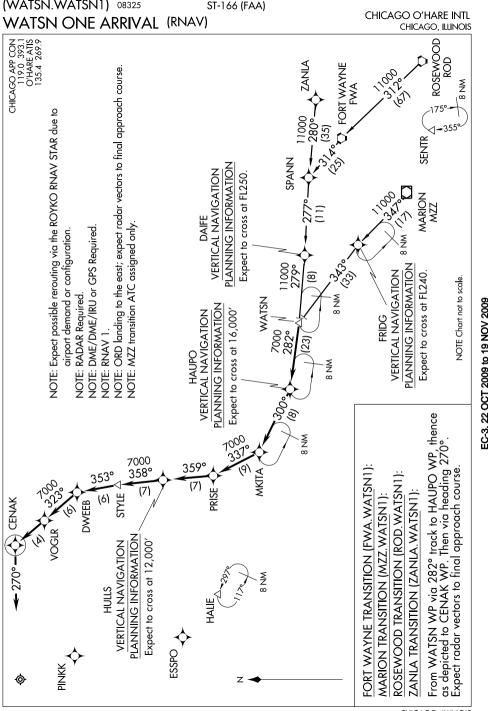
CHICAGO, ILLINOIS AL-166 (FAA) WAAS 13000 Rwy Idg RNAV (GPS) RWY 32L APP CRS CH **77904** TDŹE 654 323° CHICAGO-O'HARE INTL (ORD) 672 Apt Elev W32B For uncompensated Baro-VNAV systems, LNAV/VNAV MISSED APPROACH: Climb to 4000 direct FEPUP and NA below -16° C (4° F) or above 47° C (116° F). left turn via 247° track to DPA VOR/DME and hold. DME/DME RNP-0.3 NA. (TWR NORTH) GND CON (TWR CENTER)
121.75 (OBND)
121.9 (IBND)
348.6 **ATIS** O'HARE TOWERS CHICAGO APP CON CLNC DEL 135.4 128.15 (NORTH) 119.0 393.1 121.6 282.225 120,75 126,9 132,7 390,9 (CENTER) RW32L 25 N/2 **FFPUP** Junumun 247° muning ^802 776 3400 ^⁷⁸² 812 1413 \Diamond ⁸¹²∧ 775± 844 [^] 1508 A 1185 A RW32L 894 A 2099 MISSED APCH FIX 2325 ∧ (FAF) DUPAGE JOCKY DPA EC-3 22 OCT 2009 to 19 NOV 2009 4 NM (IF) Chicago Midway nt #2500 when authorized (IAF) by ATC. KEMRE #7000 355°(11.5)~ 672 **ELEV** D CHICAGO Procedure NA for arrivals at CGT **HEIGHTS** VORTAC via V7 southbound. BEARZ CGT 4000 **FFPUP** DPA #2500 when authorized by ATC. **KEMRE PCASO** #7000 247° TRK CIPIT *LNAV Only *1.5 NM JOCKY #5000 Procedure to RW32L Turn #4000 RW32L NA GS 3.00° 2500 TCH 49 1.5 NM - 4.1 NM 5.4 NM 3.9 NM 5.8 NM **CATEGORY** D 934/50 LPV DA 280 (300-1) LNAV/ DA 1103-11/2 449 (500-11/2) VNAV 783 1180-11/2 1180-13/4 LNAV MDA 1180/50 526 (600-1) 323° to 526 (600-11/2) 526 (600-134) RW32L HIRL all Rwys 1220-11/2 1240-2 CIRCLING 1220-1 548 (600-1) TDZ/CL all Rwys except 4L 548 (600-11/2) 568 (600-2)

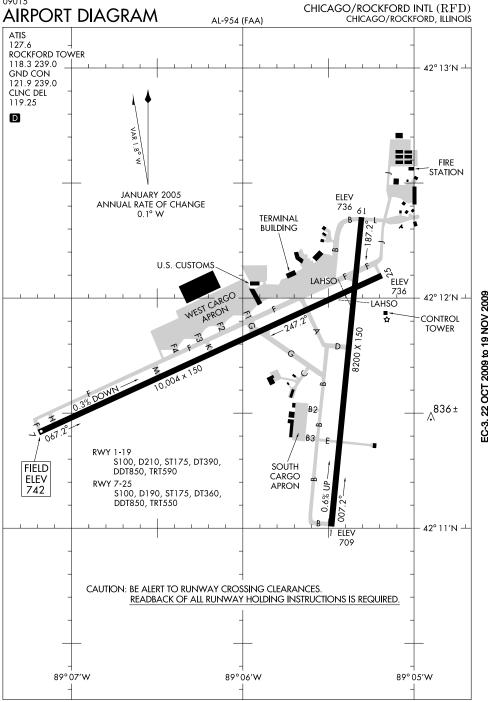


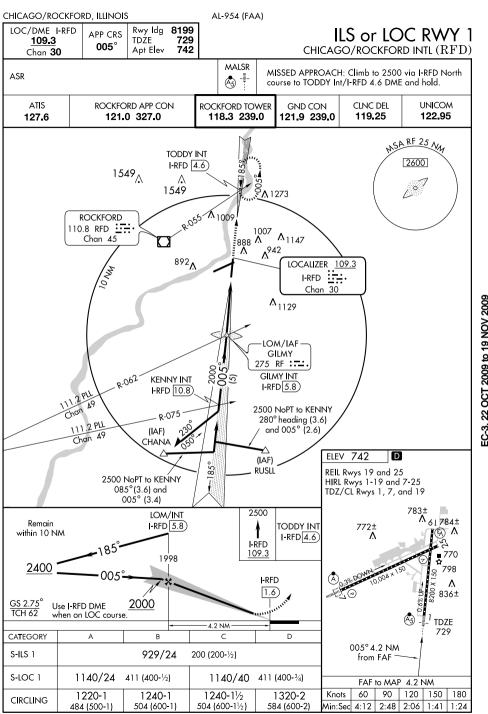


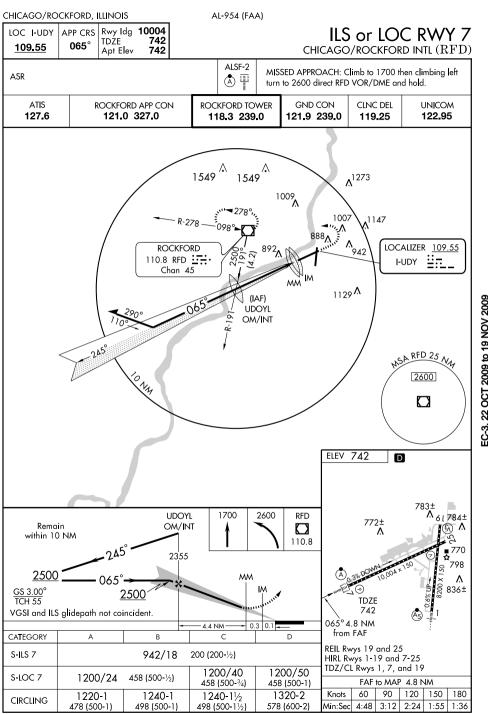


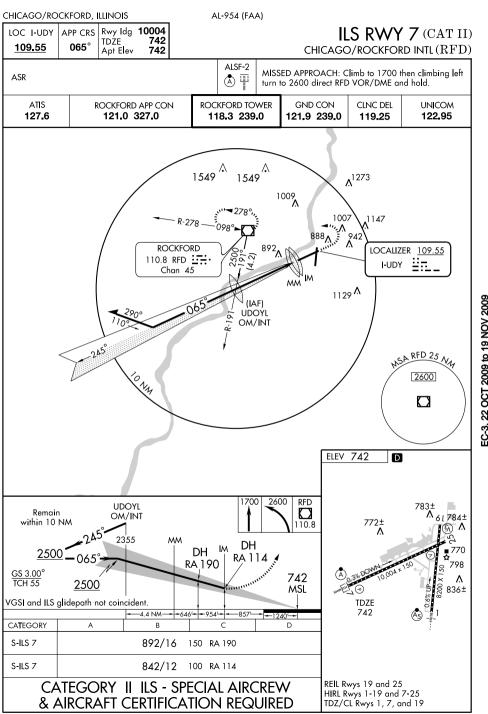


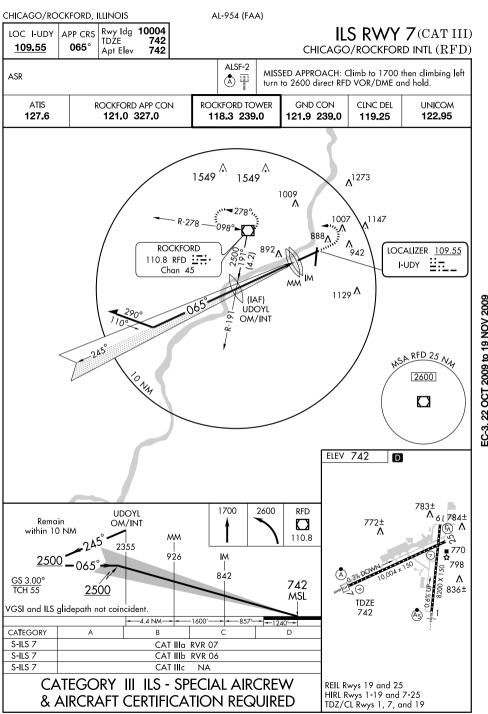


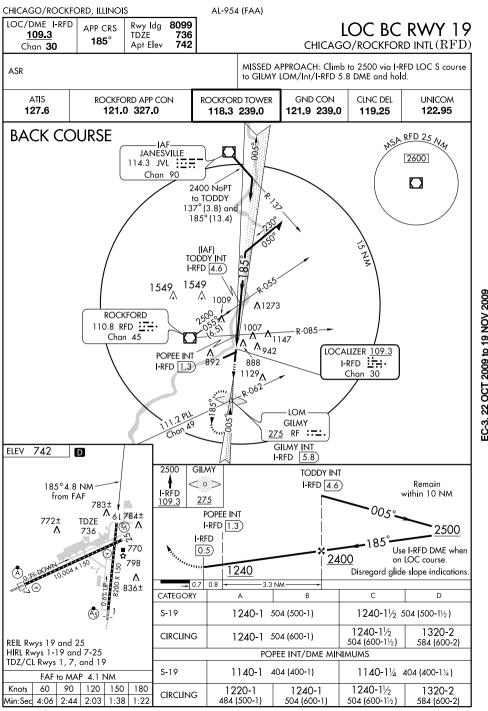


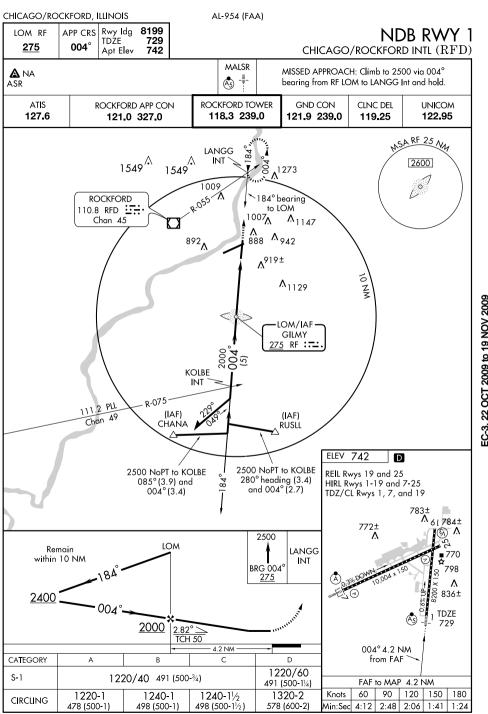


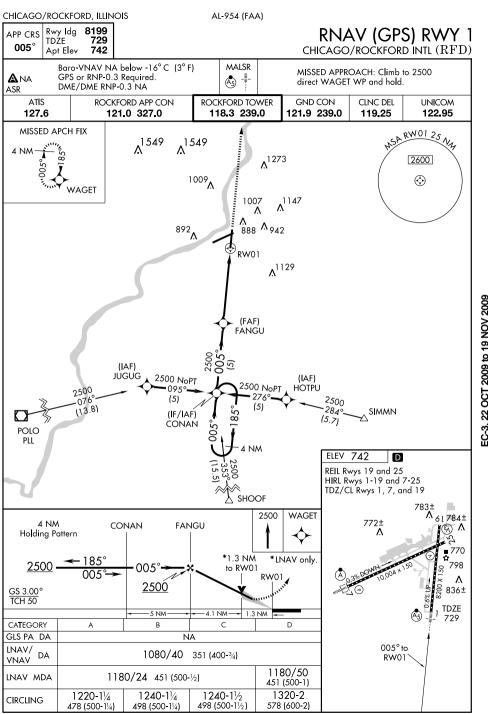


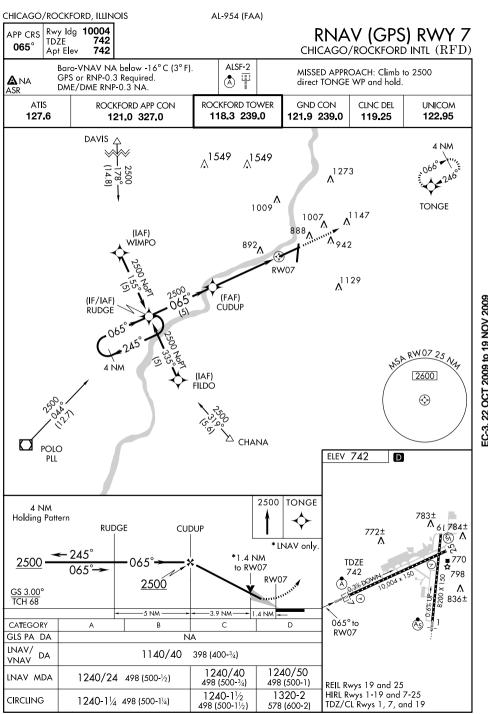


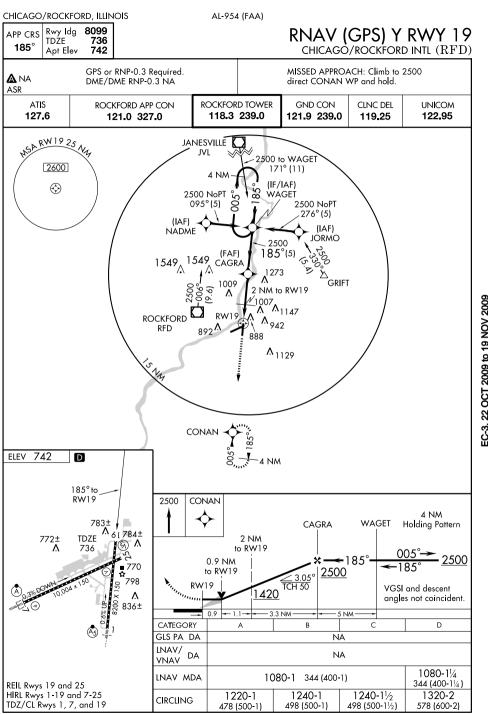


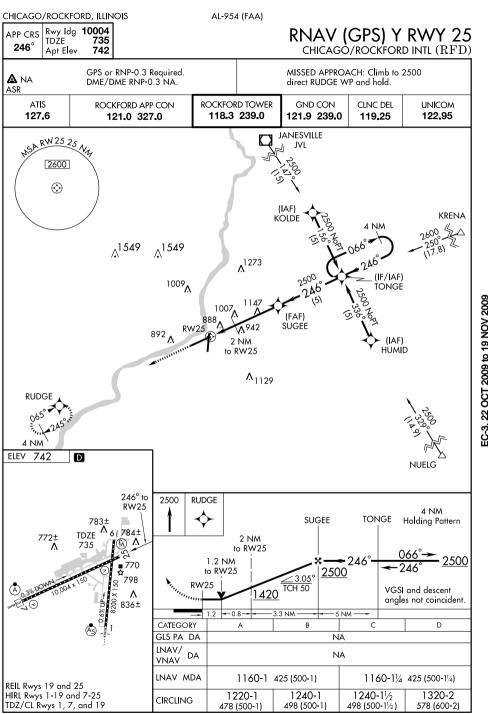


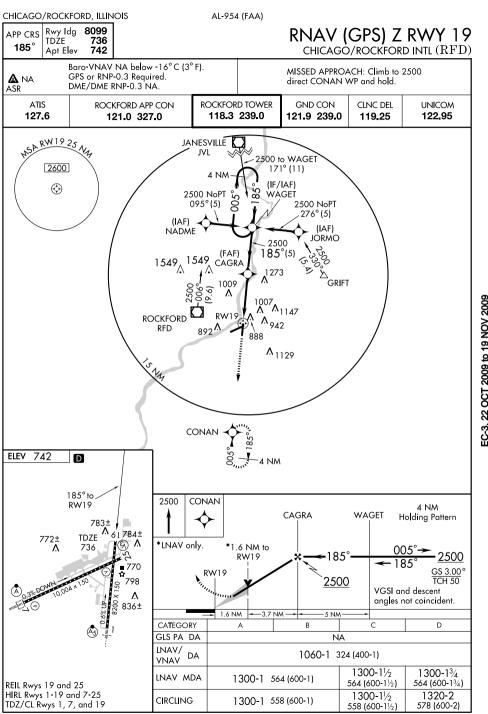


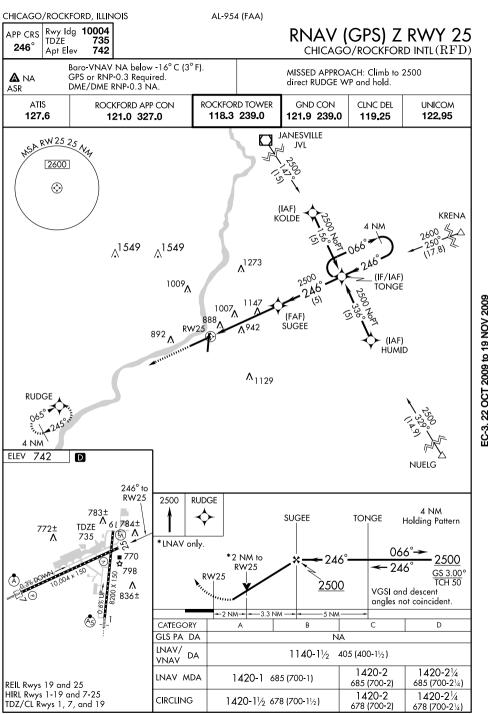


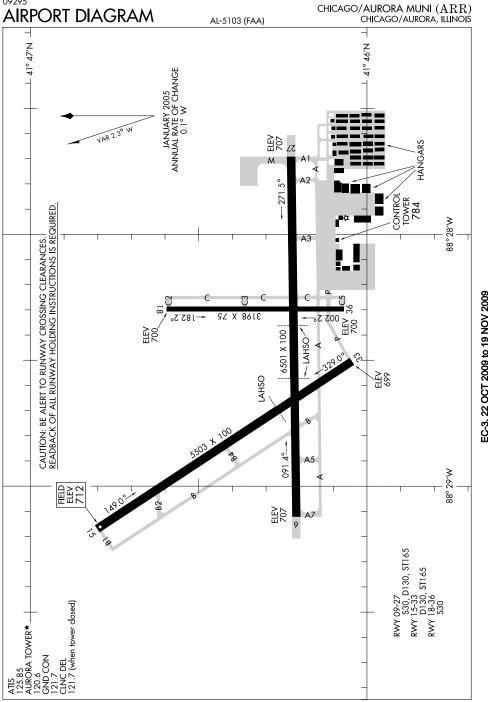


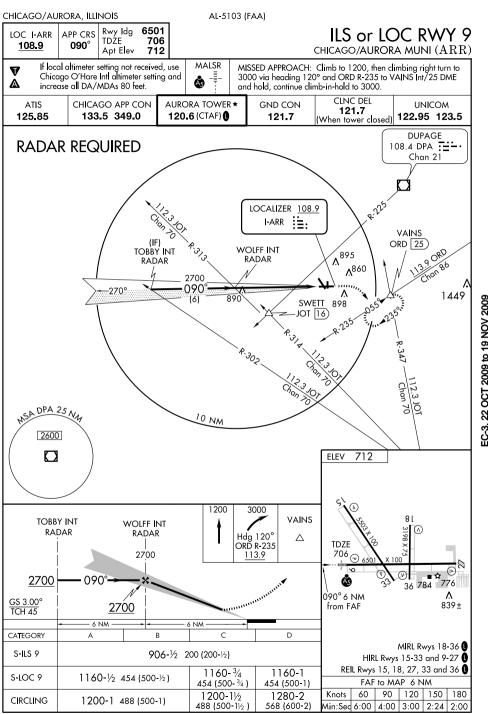


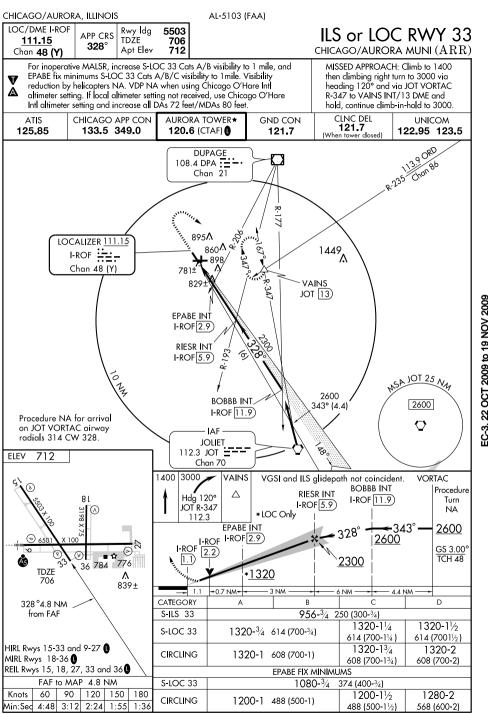


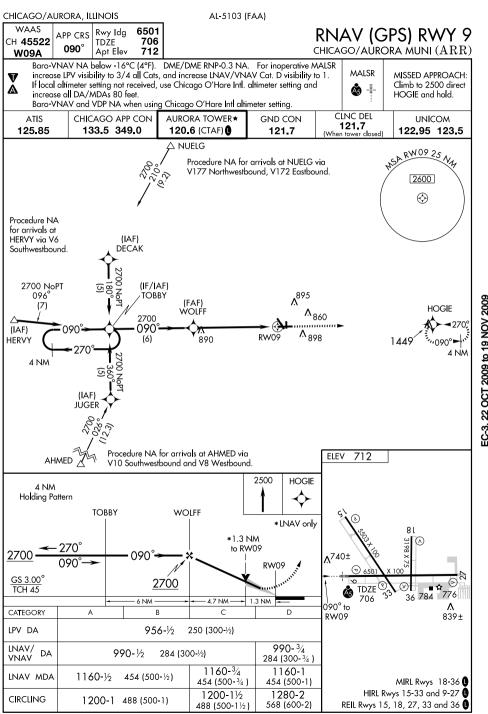


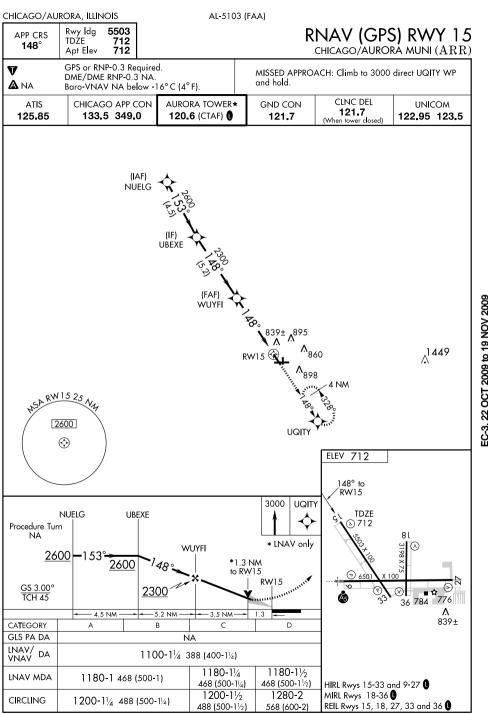


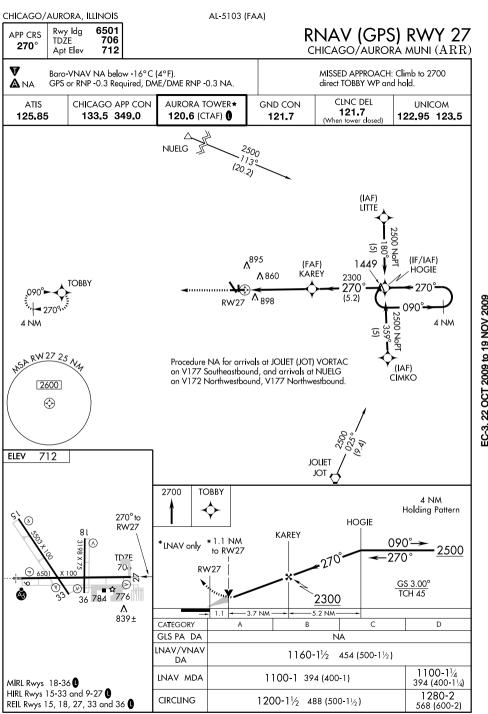


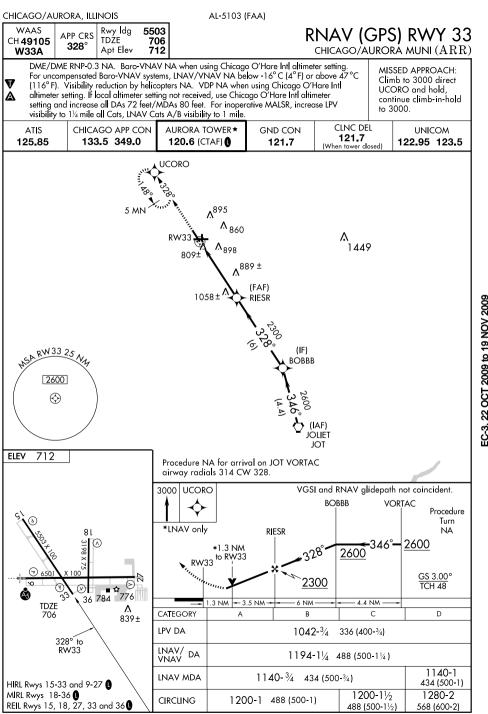


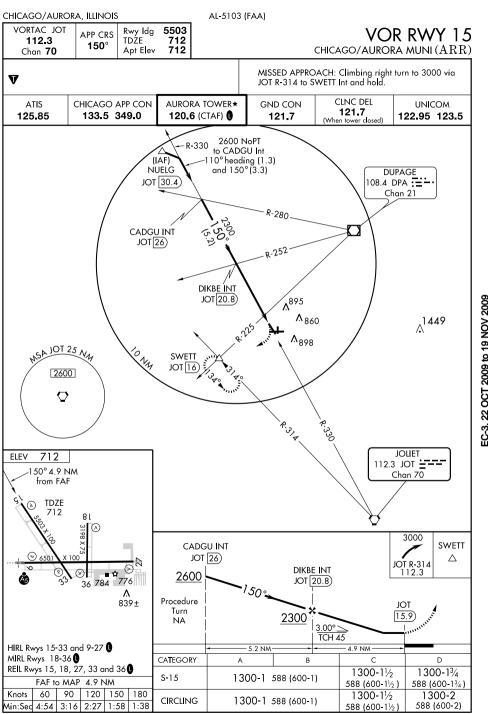


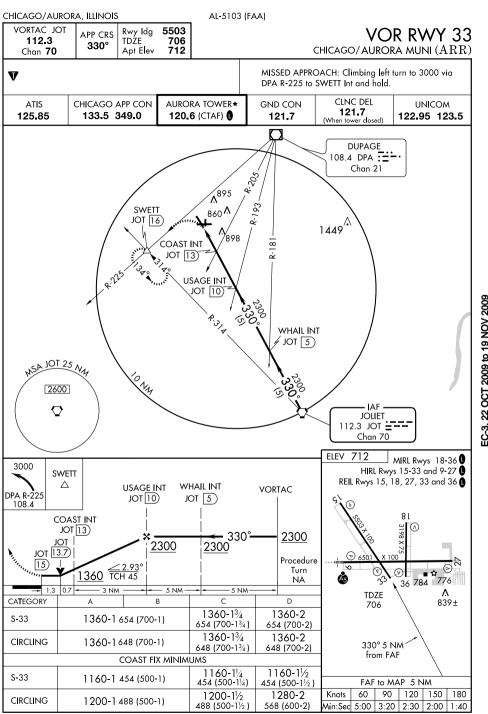


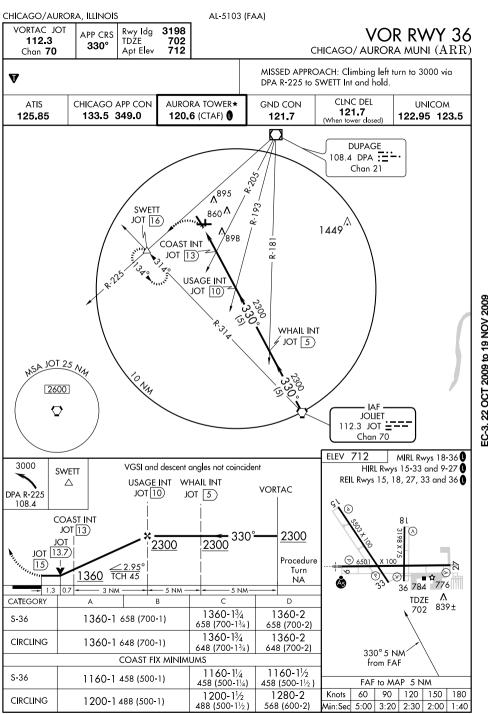


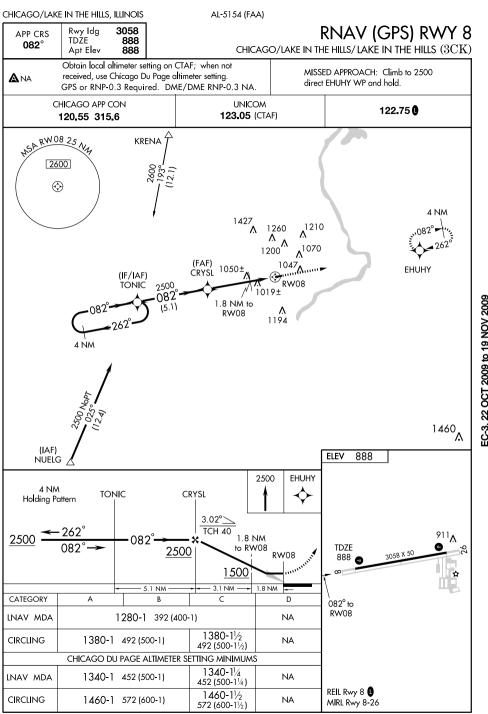


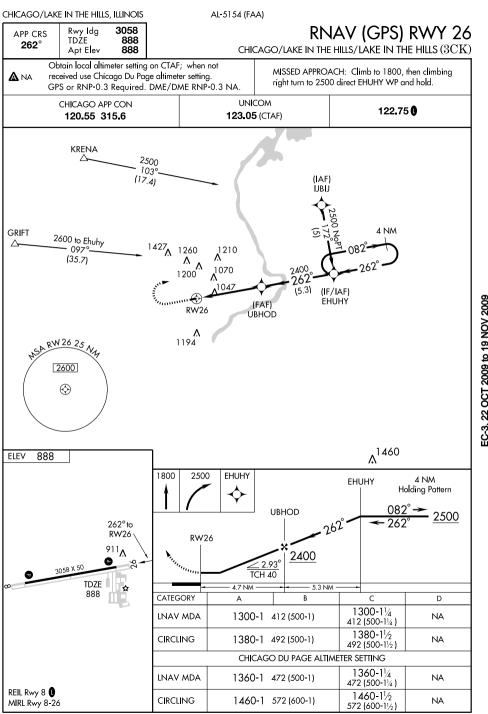


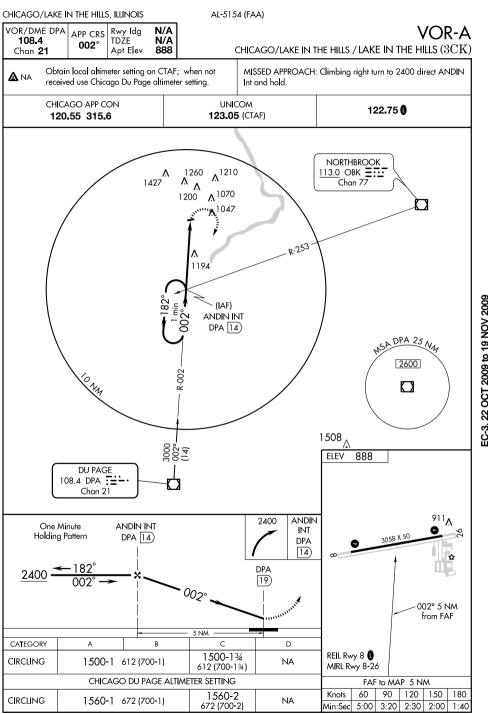


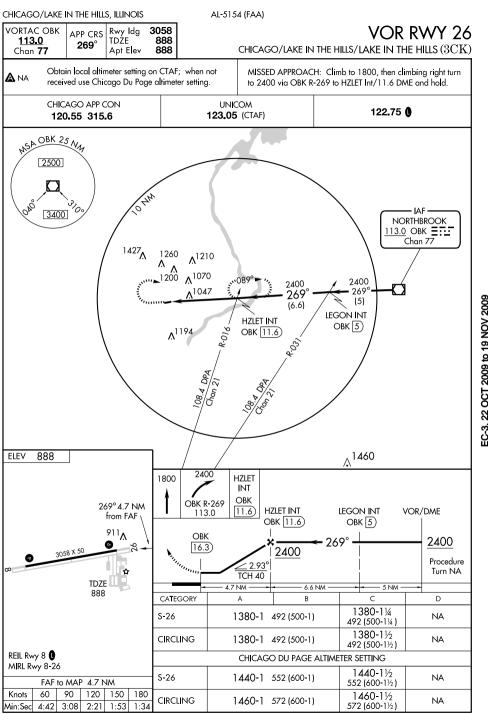


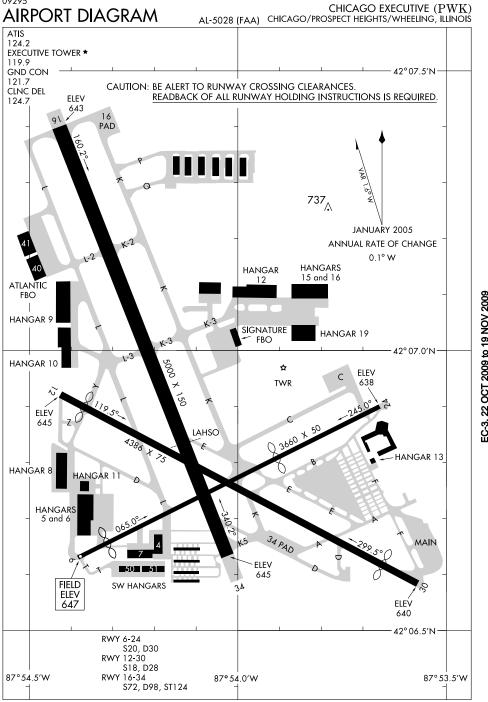


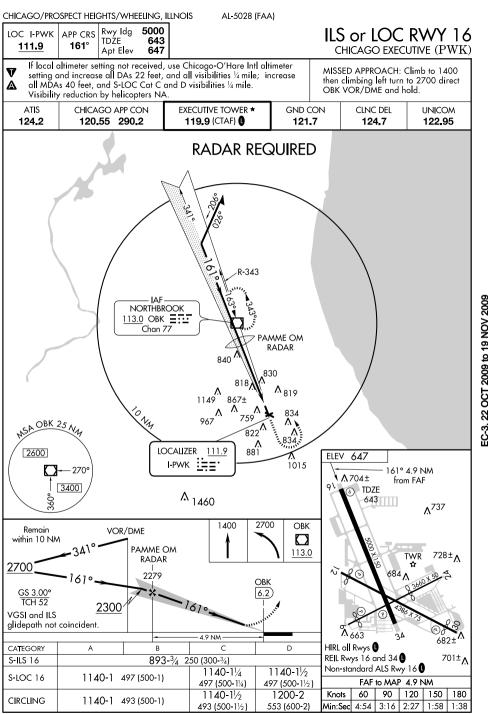


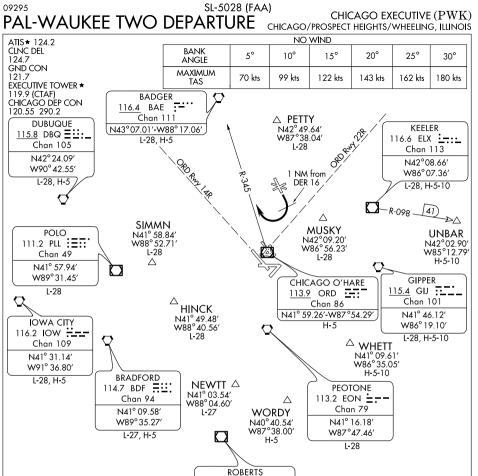












V

NOTE: A turn radius of less than

NOTE: Chart not to scale

5.000' is required.

DEPARTURE ROUTE DESCRIPTION

116.8 RBS **∷∷**

Chan 115 N40° 34.90′-W88° 09.86′

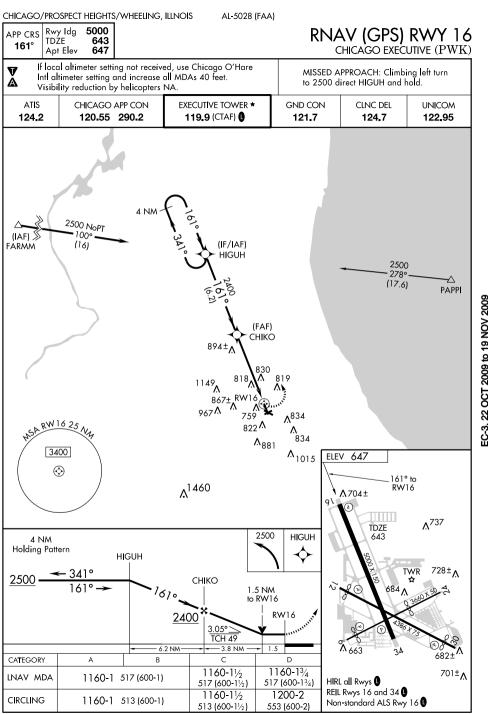
L-27, H-5

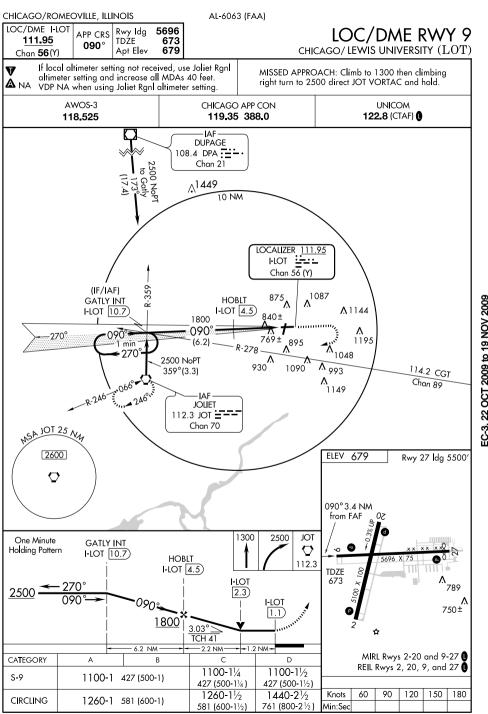
All aircraft expect radar vectors to appropriate navaid/fix; maintain 3000 feet or assigned altitude. Expect clearance to requested altitude/flight level (three minutes for jet/turbo engine or five minutes for piston engines) after departure.

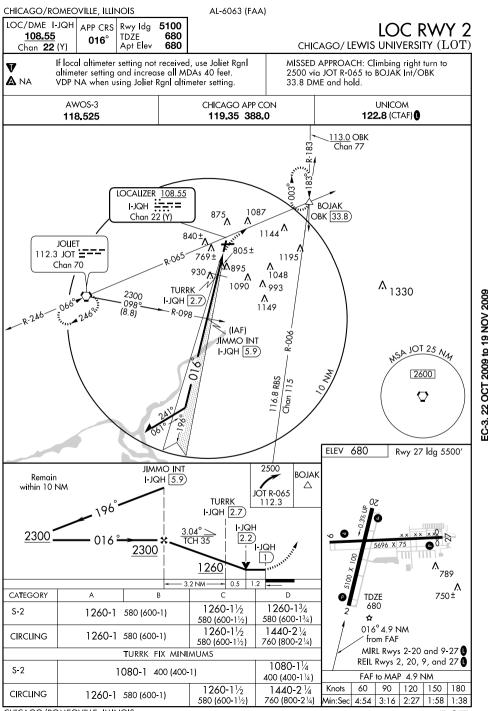
TAKE-OFF RUNWAY 16: Start right turn within 1 NM of departure end of runway and complete turn to assigned heading east of R-345 of the ORD VOR/DME. This will insure separation from the runway 14R final approach course at O'Hare Intl.

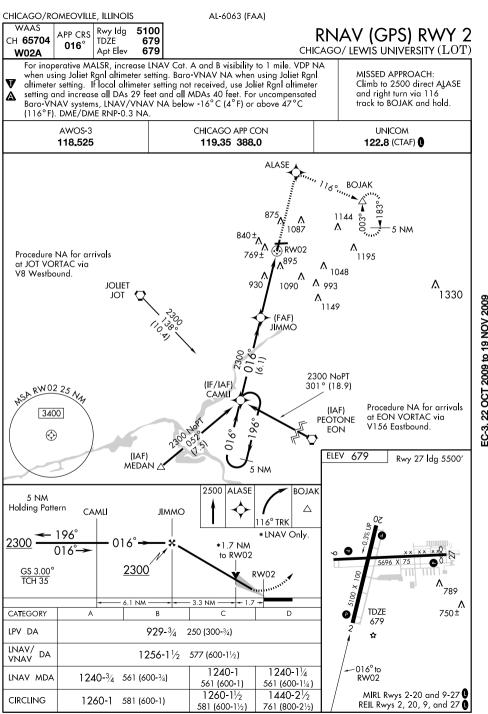
If unable to comply, advise Executive Tower prior to take-off.

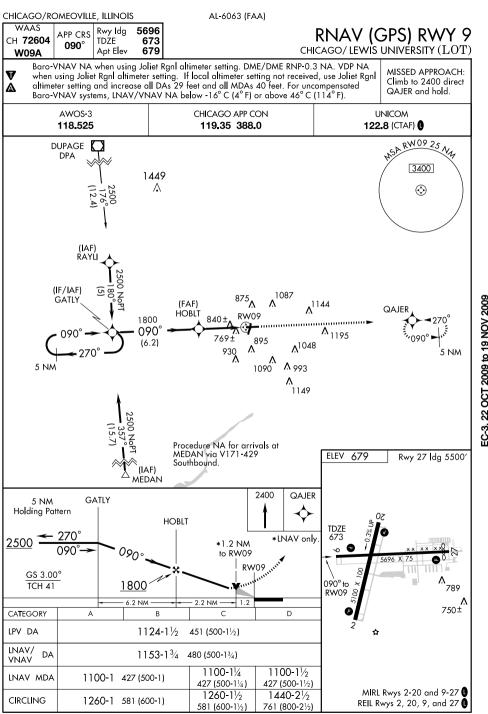
3. 22 OCT 2009 to 19 NOV 2009

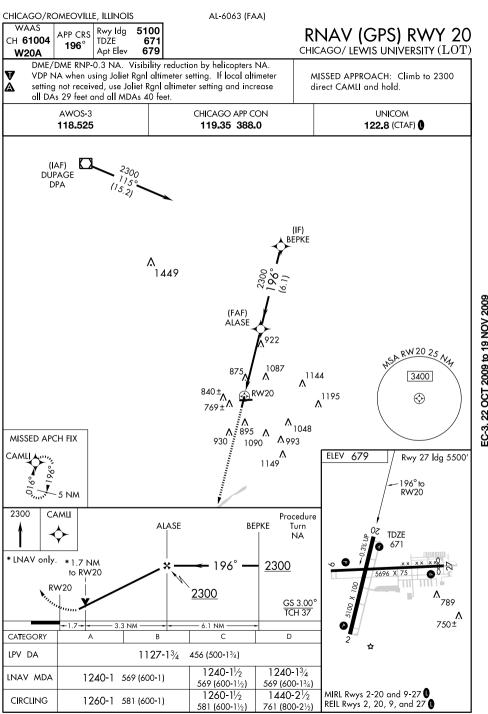


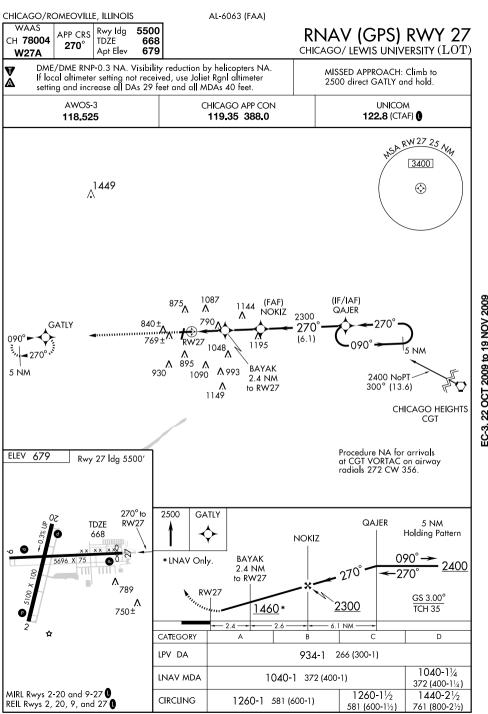


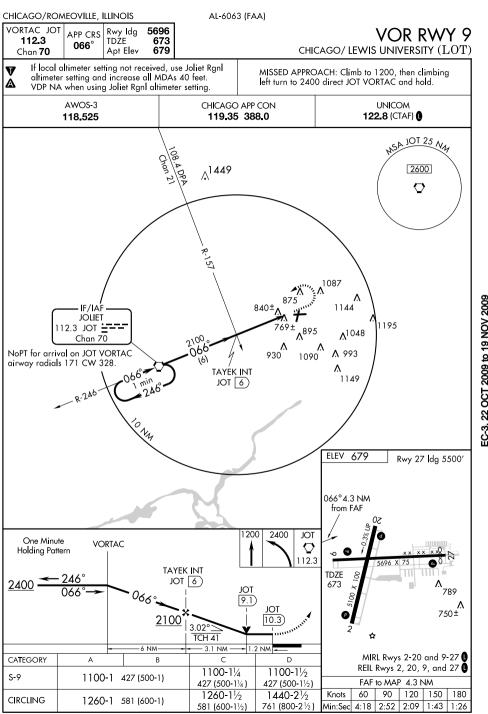


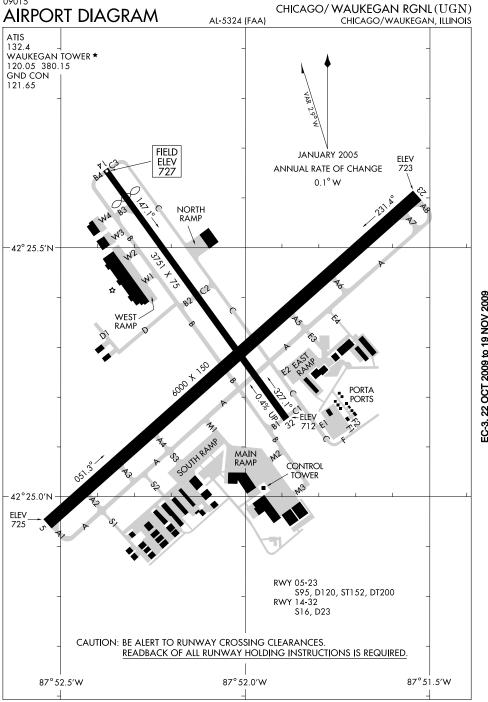


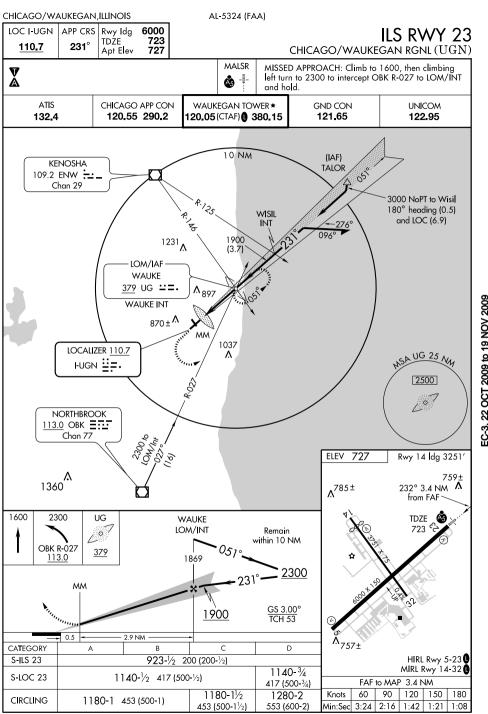


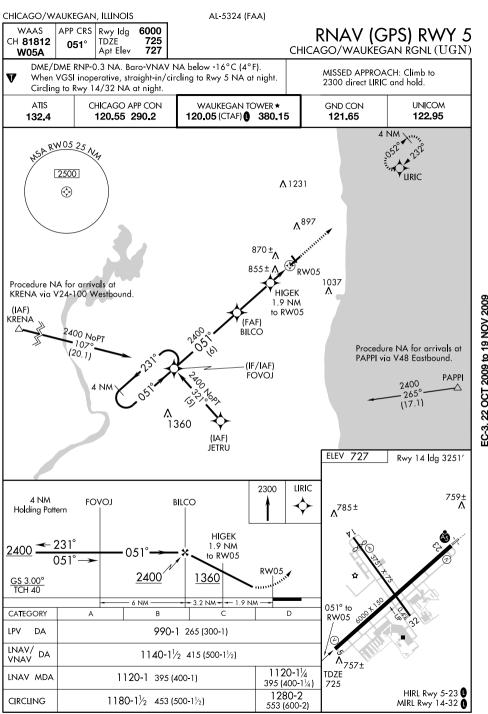


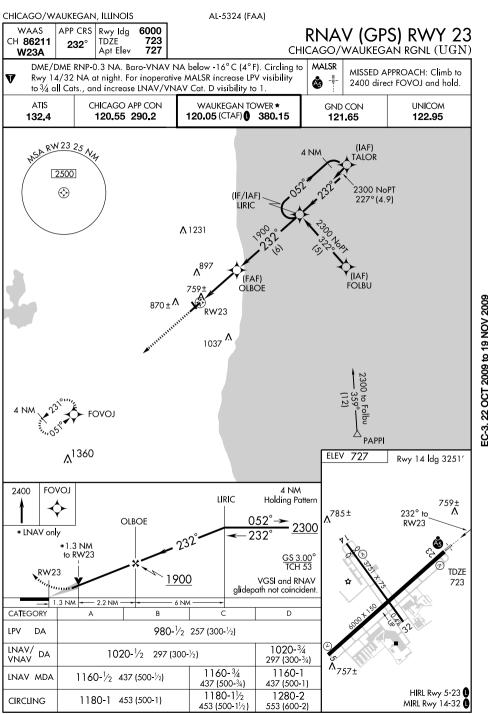


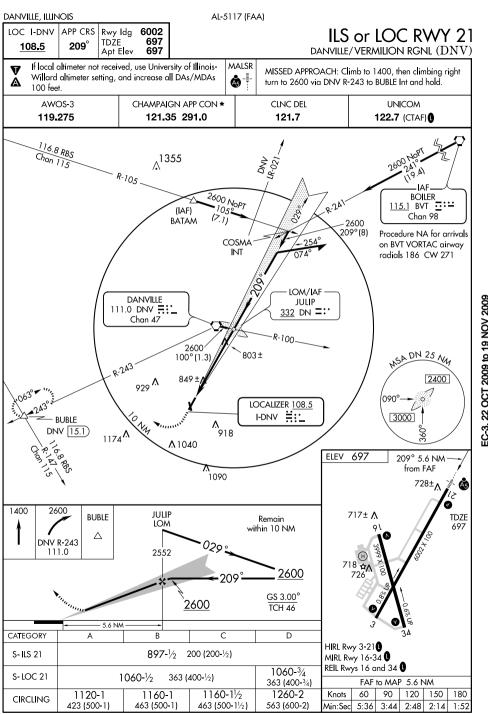


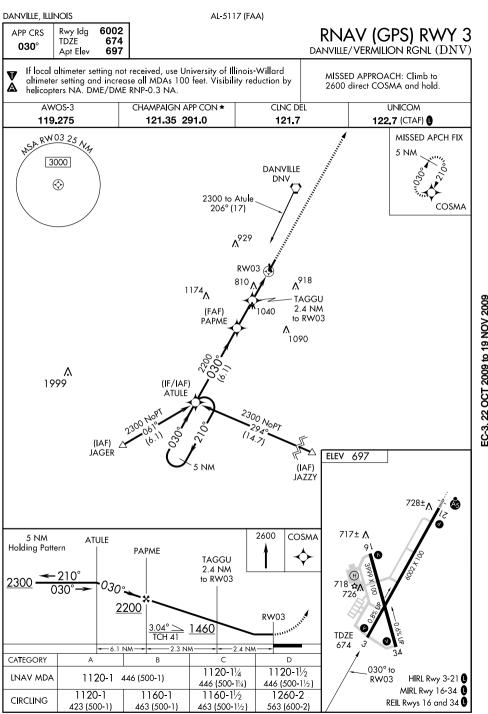






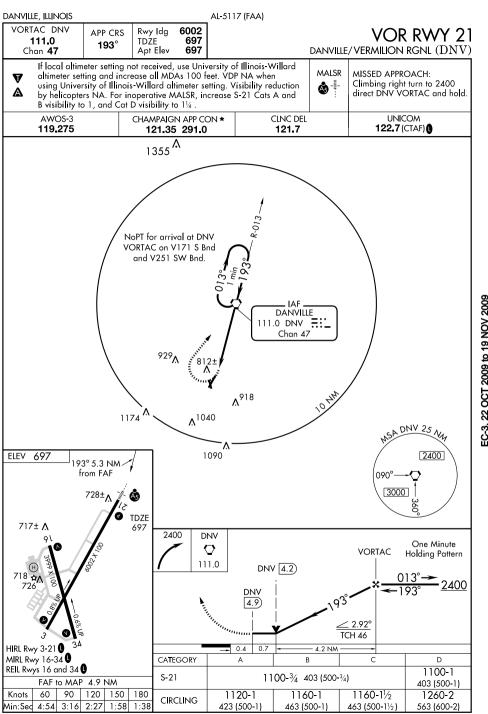


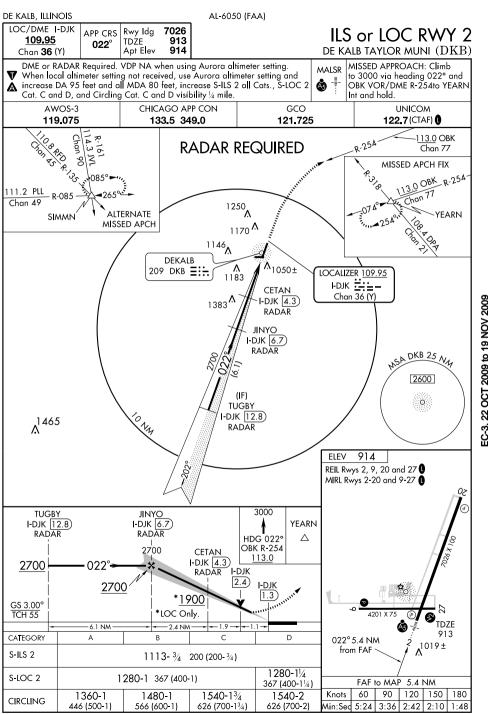


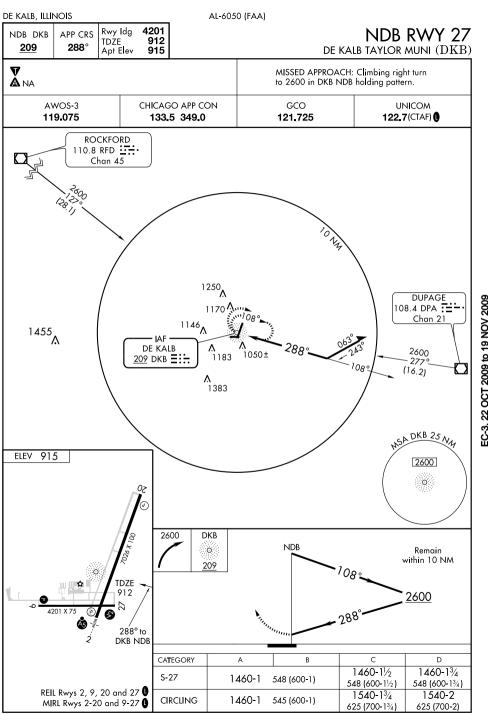


APP CAS Revy Idg 38999 April Elev 697 If Illocal interies reting not received, use University of Illinois Willord admineter setting and increase all MAs 100 feet. DIMINION RINF 0.3 NA, Visibility reduction by helicophers NA. AWOS3 119.275 CHAMPAGNA PPC CON* 121.35 291.0 CINC DEL UNICOM 121.7 ILLOCA ILLINETING Fight by the Interior in the	DANVILLE, ILI	SIONL		_	AL-5117	(FAA)					
Millinois-willord olimenter setting and increase all MDAs 100 feet. DMC/DMR RNP-0.3 NA. Visibility reduction by helicopters NA. NAVISSI NAV		TDŹE	667				F	NAV (GPS)	RWY 34 RGNL (DNV)	
119.275 121.35 291.0 121.7 122.7 (CTAF) DANVILLE DNV SW34 25 (WARRING) 1040 A 918 WINIS 2.2 NM 1099 A 955 IGAF) TOZE 717± A 1040 728± 717± A 1040 728± 717± A 1040 728± 718 345° to RW34	l 💢 Illinoi	s-Willard o	altimeter s	etting and increase all	MDAs 1						
DANMILE DNV RW34 1040									_		
717± Λ 718 ↑ Λ 726 ↑ Λ 718	ELEV 69 HIRL Rwy 3- MIRL Rwy 1-	7		2300 N (IAF) LUNEY	29 W34 0 109 0 109	2300 to Leons (16.8) 819±4 (5.1) (6.1)	WIVIS -2.2 NM to RW34 FAF) OPLO	313°	NoPT (6.7)	3000	
RW34 CIRCUING 1120-1 1160-1 1160-1½ 1260-2	9 718 ☆ Λ 726		TDZE 667	2300 LEON RW34 CATEGORY	WI 2.2 to RV	1400 1400	3A5° 23.05° TCH 40 8 NM B	2300 6.1 NM	VGSI anot coin	Holding Pattern 5° → 2300 and descent angles incident.	
		\-		34	112	20-1	1160-	.1 110	50-11/2	1260-2	

DANVILLE, ILLINOIS AL-5117 (FAA) VORTAC DNV Rwy Idg 6002 APP CRS VOR/DME RWY 3 111.0 TDŹE 674 016° DANVILLE/ VERMILION RGNL (DNV) Apt Elev 697 Chan 47 If local altimeter setting not received, use University of Illinois-Willard V MISSED APPROACH: Climb to 2300 altimeter setting and increase all MDAs 100 feet. direct DNV VORTAC and hold. A Visibility reduction by helicopters NA. AWOS-3 CHAMPAIGN APP CON ★ CLNC DEL UNICOM 121.35 291.0 121.7 119.275 122.7 (CTAF) DANVILLE R-013 111.0 DNV .:: Chan 47 2300 to Sorez 196° (11.3) ۸⁹²⁹ 810 Λ⁹¹⁸ ¹¹⁷⁴∧ EC-3 22 OCT 2009 to 19 NOV 2009 CAVAT 1040 DNV (8.6) (IAF) **∧** 1090 SOREZ DNV 11.3 SA DNV 25 NA ا_م1999 2400 3000 ELEV 697 728±∧ 717± 🔨 2300 DNV SOREZ One Minute Holding Pattern \Diamond DNV 11.3) CAVAT 111.0 DNV 8.6) 726 0160 DNV **TDZE** 1440 6.3 674 3.07° TCH 41 2.7 NM 2.3 NM-016° 5 NM CATEGORY Α C D from FAF В 1120-11/4 1120-11/2 1120-1 S-3 446 (500-1) HIRL Rwy 3-21 0 446 (500-11/4) 446 (400-11/2) MIRL Rwy 16-34 1120-1 1160-1 1160-11/2 1260-2 CIRCLING REIL Rwys 16 and 34 0 423 (500-1) 463 (500-1) 463 (500-11/2) 563 (600-2)

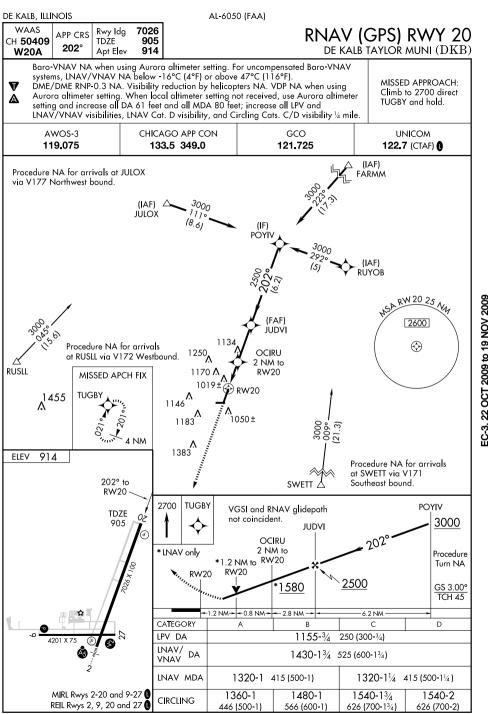


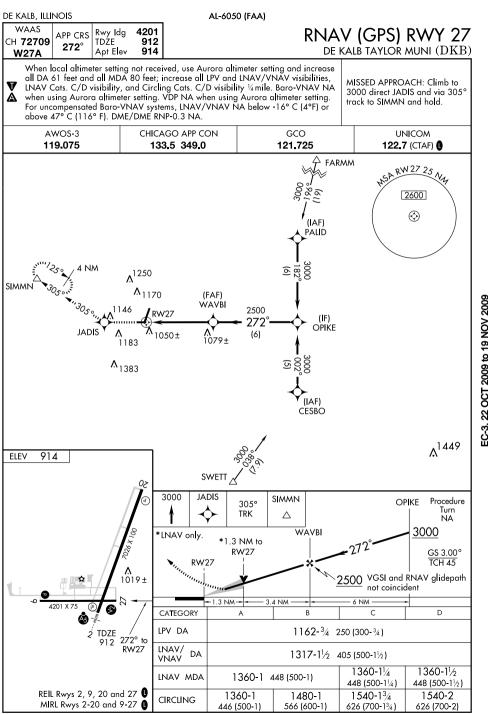


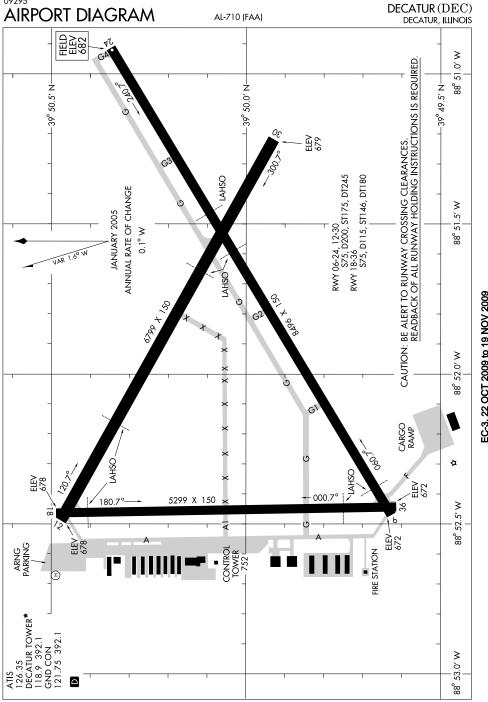


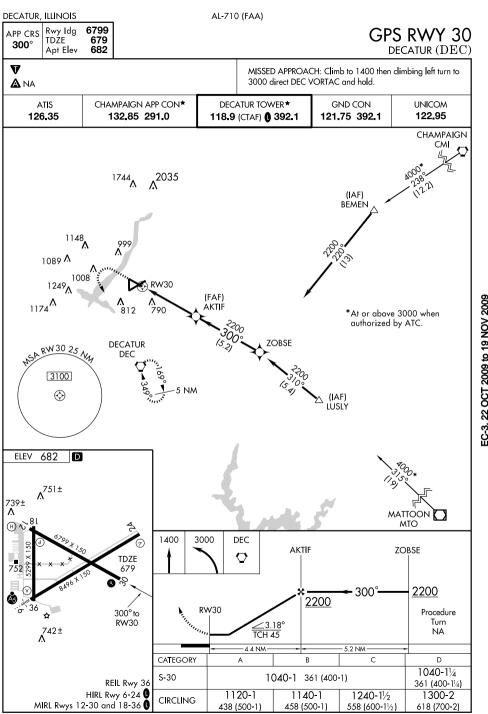
DE KALB, ILLINOIS AL-6050 (FAA) WAAS Rwy Ida 7026 RNAV (GPS) RWY 2 APP CRS CH 58109 TDŹF 913 021° DE KALB TAYLOR MUNI (DKB) W02A Apt Elev 914 Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV MISSED APPROACH: systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Climb to 3000 direct MALSR DME/DME RNP-0.3 NA. VDP NA when using Aurora altimeter setting. When local JUDVI and via 057° A altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet track to YEARN and and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D hold. visibility, and Circling Cats. C/D visibility 1/4 mile. AWOS-3 CHICAGO APP CON GCO UNICOM 119.075 121.725 133.5 349.0 122.7 (CTAF) 1 MISSED APCH FIX JUDVI YEARN 1250_A 1170 1146 A RW02 1050± 1183 V VIYUD SA RW 02 25 My 1383**^** 2.6 NM to FC-3 22 OCT 2009 to 19 NOV 2009 RW02 2600 (FAF) **(** ÒҮИÍL (IAF) Procedure NA for 2700 arrivals at HERVY via V6 Westbound. 15.5) **SWETT** 2700 (IF) ¹⁴⁶⁵ Procedure NA for 260° TUGBY arrivals at SWFTT via (5.6) V171 Southeast bound. (IAF) **ÚUTÍ ELEV** 914 MIRL Rwys 2-20 and 9-27 0 Procedure NA for arrivals at (IAF) REIL Rwys 2, 9, 20 and 27 KELSI via V9-128 Southbound. KELSI ح0 Procedure JUDVI YFARN 3000 Turn NA TRK 057° Δ TUGBY OYAIL VIYUD 2.6 NM to * LNAV only RW02 *1.3 NM to 2700 021° RW02 RW02 ∡ 2700 *1800 GS 3.00° TCH 55 6.1 NM 2.8 NM -- 1.3 NM - - 1.3 NM-4201 X 75 CATEGORY Α D TDZ 🍪 🖥 LPV DA 1207-1 294 (300-1) 913 LNAV/ 021° to DA 1360-11/2 447 (500-11/2) VNAV RW02 1360-11/4 1360-11/2 LNAV MDA 1360-1 447 (500-1) 447 (500-11/4) 447 (500-11/2) 1360-1 1480-1 1540-2 1540-13/4 CIRCLING 626 (700-2) 446 (500-1) 566 (600-1) 626 (700-134)

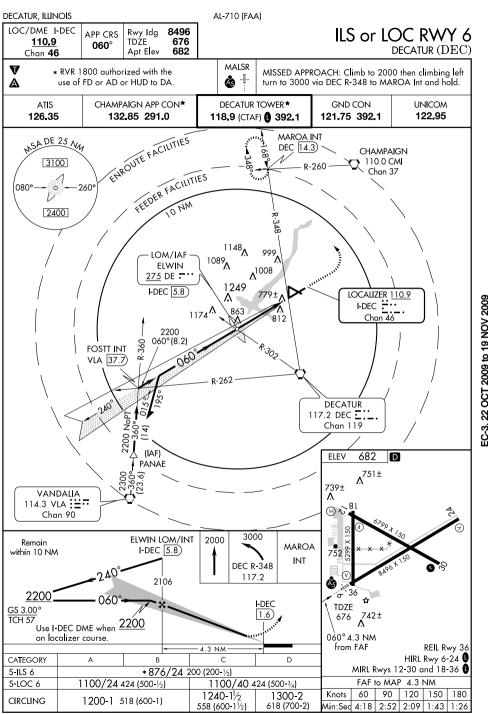
DE KALB. ILLINOIS AL-6050 (FAA) WAAS 4201 RNAV (GPS) RWY 9 Rwy Ida APP CRS CH **82208** TDZE 912 092° DE KALB TAYLOR MUNI (DKB) Apt Elev 914 W09A When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, V LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA MISSED APPROACH: Climb to 3000 direct OPIKE and hold. A when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. AWOS-3 CHICAGO APP CON GCO UNICOM 121.725 119.075 133.5 349.0 122.7 (CTAF) 1 Procedure NA for arrivals at RUSLL via V172 Westbound. ۸¹²⁵⁰ (IAF) RUSLL ۸₁₁₇₀ (FAF) 1146**^** KRONE 2500 092 EC.3, 22 OCT 2009 to 19 NOV 2009 (IF) (6.1) ^1050± 1183 🗘 CÁSHO **∧** 1383 NSA RW 09 25 My 2600 **(** Procedure NA for arrivals at (IAF) SHOOF via V9-128 Southbound. SHOOF **ELEV** 914 Λ₁₄₆₅ Procedure OPIKE 3000 ح0 Turn NA CASHO KRONE *LNAV only 2500 092° *1.6 NM to RW09 2500 RW09 092° to GS 3.00° VGSI and RNAV glide-**RW09** path not coincident. TCH 45 6.1 NM -3.2 NM 1.6 CATEGORY В D 964± TD7F LPV DA 1186-1 274 (300-1) 912 LNAV/ 1543-21/4 631 (700-21/4) DA VNAV 1460-11/2 1460-13/4 1460-1 548 (600-1) LNAV MDA 548 (600-11/2) 548 (600-13/4) MIRL Rwys 2-20 and 9-27 0 1540-2 1460-1 1480-1 1540-13/4 CIRCLING REIL Rwys 2, 9, 20 and 27 1 626 (700-2) 546 (600-1) 566 (600-1) 626 (700-13/4)

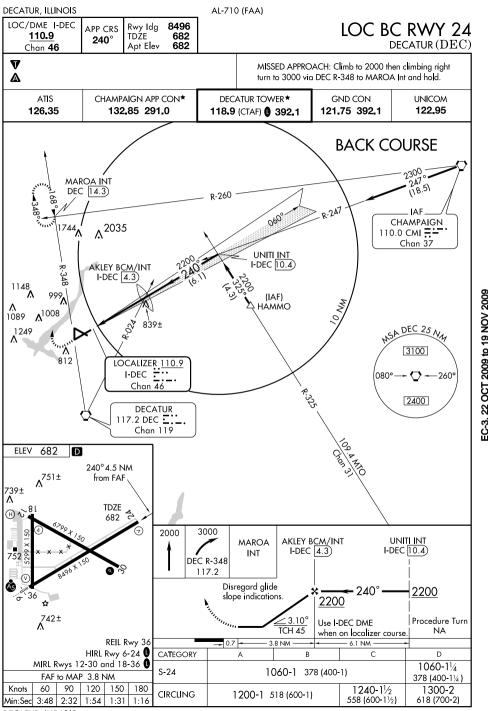




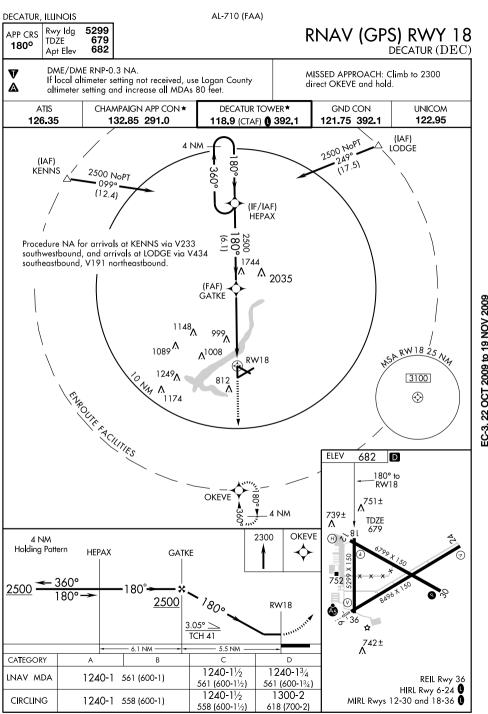


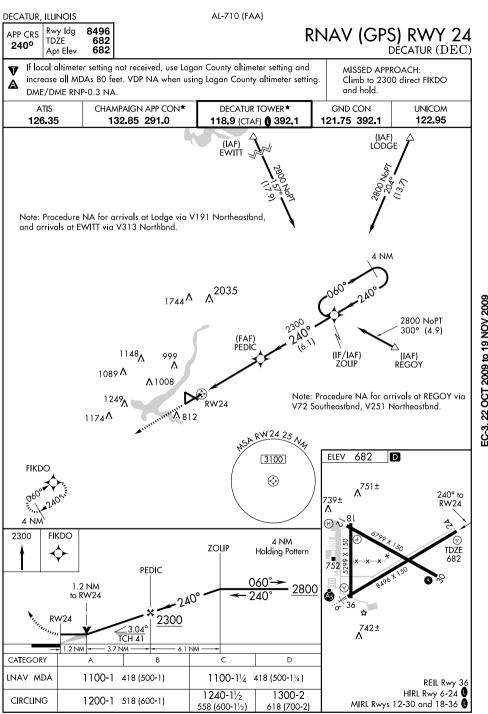


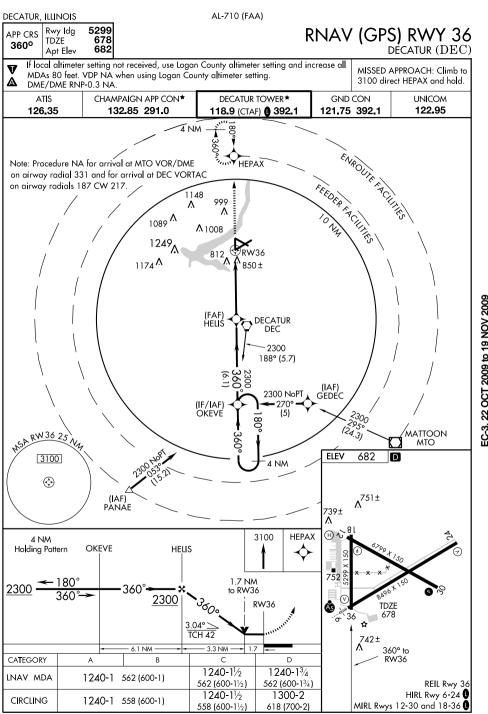


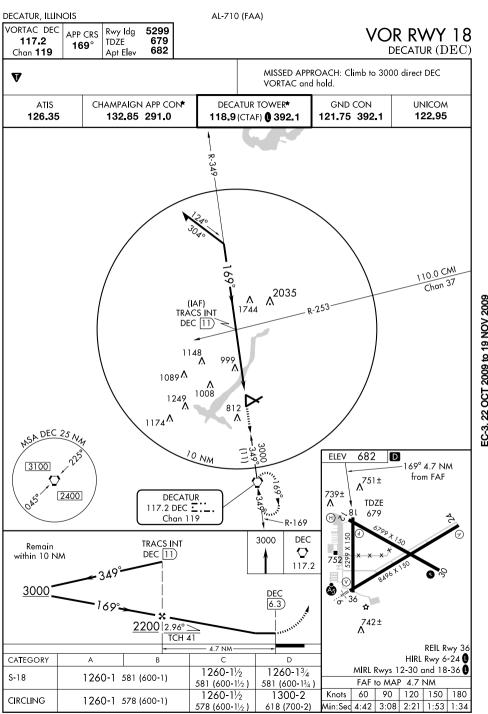


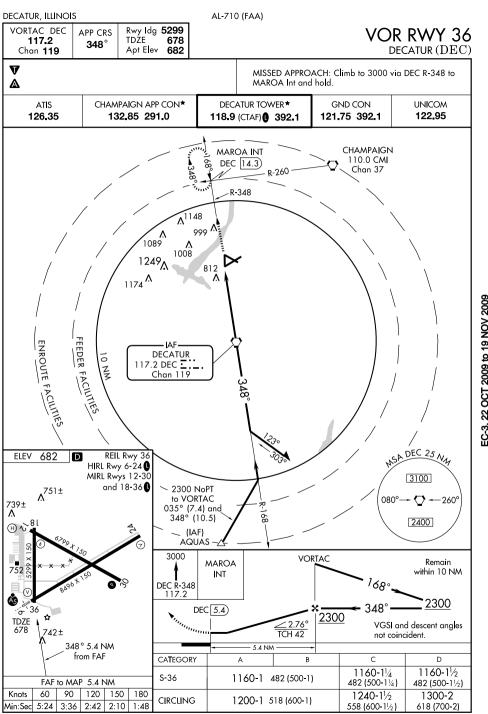
DECATUR, ILLINOIS AL-710 (FAA) 8496 Rwy Ida WAAS RNAV (GPS) RWY 6 APP CRS 676 Chan 86207 TDŹE 060° DECATUR (DEC) 682 W06A Apt Elev If local altimeter setting not received, use Logan County altimeter setting and MISSED APPROACH: MALSR increase all MDAs 80 feet, Baro-VNAV and VDP NA when using Logan Climb to 2800 direct County altimeter setting. For inoperative MALSR increase LPV visibility to RVR **å** -⊪ 70LIP and hold. 5000 all Cats and LNAV Cat D visibility to RVR 6000, DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). ATIS CHAMPAIGN APP CON★ DECATUR TOWER* GND CON UNICOM 126.35 132.85 291.0 121.75 392.1 122.95 118.9 (CTAF) 0 392.1 4 NM Λ₂₀₃₅ 1744 A ZOLIP 1148 1089 A 1008 🗘 RW06 1249 1174 A 863± (IAF) 2200 NOPT LATHA EC-3 22 OCT 2009 to 19 NOV 2009 (FAF) 1160 2200 HIXÄN ο_δο° 16.81 (IF/IAF) FIKDÖ (6.4) **DECATUR** 2200 DEC 270° SARW 06 25 Ny (10.2)0₆0° 3100 Note: Procedure NA for arrivals at DEC VORTAC on airway radials 210 CW 330. \bigcirc 4 NM **ELEV** 682 D (IAF) PANAE ^^{751±} ZOLIP 2800 739± 4 NM **FIKDO** HIXAN Λ Holding Pattern (H) V 81 * LNAV only 20 060°-*1.2 NM to 752 8 **RW06** 2200 RW06 3 GS 3.00° TCH 57 **TDZE** 676 36 6.4 NM 3.4 NM 1.2 CATEGORY C D Α LPV DA 950/24 274 (300-1/2) 742± 060° to RW06 LNAV/ DA 1100/50 424 (500-1) VNAV 1100/40 1100/50 LNAV MDA 1100/24 424 (500-1/2) REIL Rwy 36 424 (500-3/4) 424 (500-1) HIRL Rwy 6-24 0 1300-2 1240-11/2 CIRCLING 1200-1/2 518 (600-1/2) MIRL Rwys 12-30 and 18-36 618 (700-2) 558 (600-11/2)



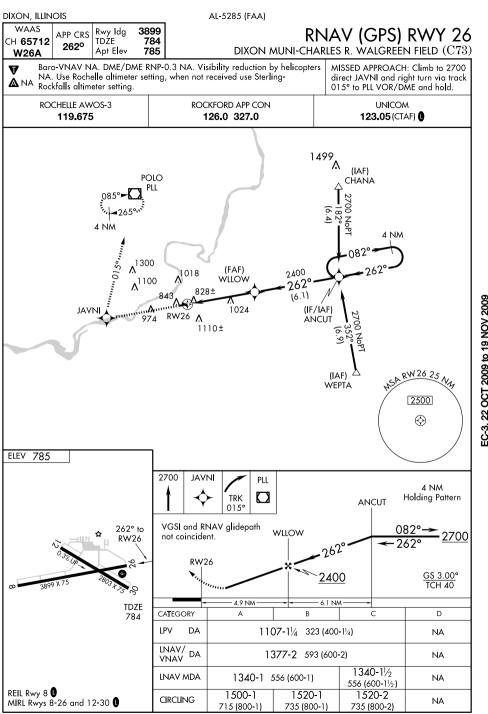


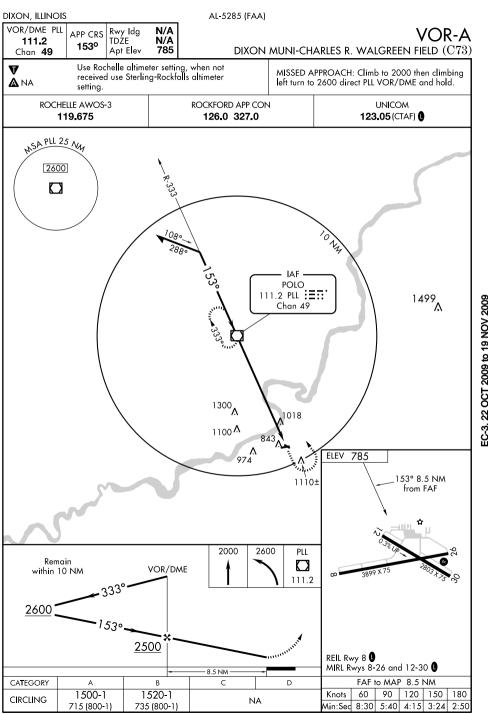


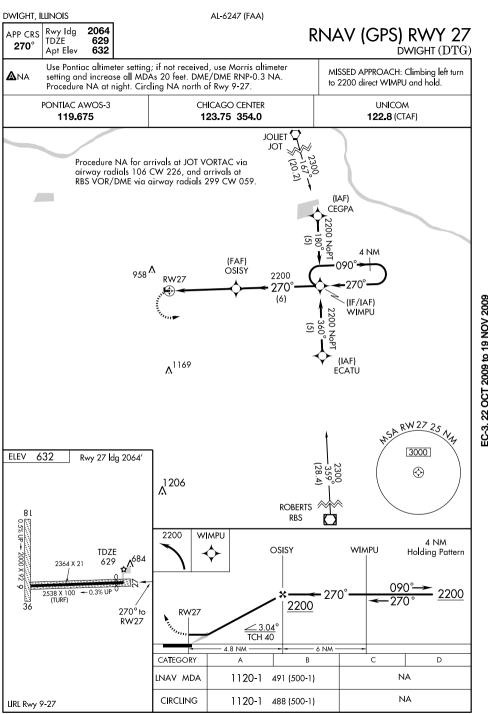


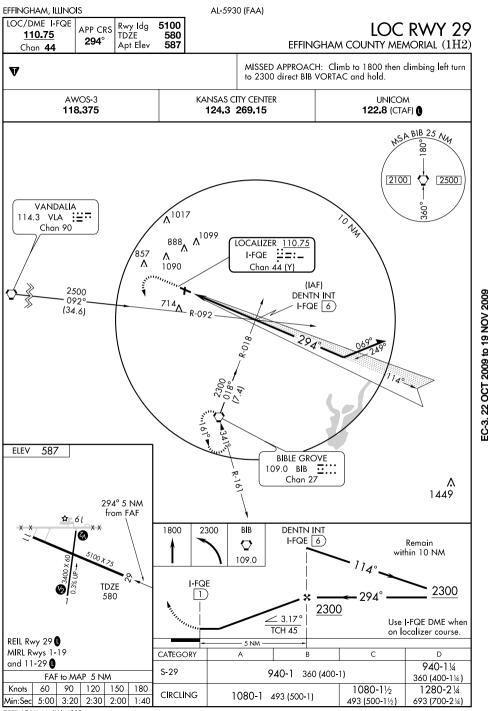


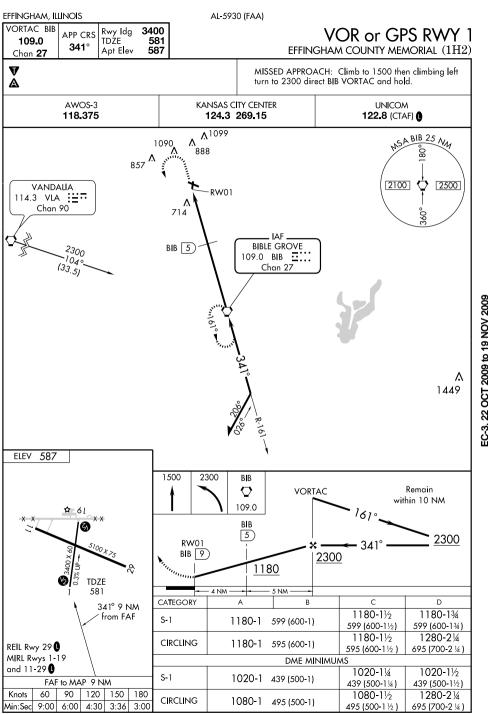
DIXON, ILLINOIS AL-5285 (FAA) 3899 Rwy Idg RNAV (GPS) RWY 8 APP CRS TDŹE 782 082° Apt Elev DIXON MUNI-CHARLES R. WALGREEN FIELD (C73) 785 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. V MISSED APPROACH: Climb to 2700 direct Use Rochelle altimeter setting, when not received use CIBOM and via track 352° to EPRUC and A NA Sterling-Rockfalls altimeter setting. via track 272° to PLL VOR/DME and hold. **ROCHELLE AWOS-3** ROCKFORD APP CON UNICOM 126.0 327.0 119.675 123.05 (CTAF) 0 NSA RW08 25 Ny 1499 2500 POIO PLL (IAF) **EPRUC (** YAPUN 4 NM 2700 NoPT 172° (9.8) 1300<u>^</u> 1018 1100 ^ 843 CIBOM EC-3 22 OCT 2009 to 19 NOV 2009 (IF/IAF) ÙVOVÉ 2400 **RW08** 082° (FAF) (6.1) 082° MINNR (IAF) OVAPE ELEV 785 Procedure NA for arrivals at WYNET via V127 Southbound. **WYNET** 2700 **EPRUC** CIBOM PLL 4 NM TRK TRK Holding Pattern 352° 272° UVOVE **TDZE** 782 MINNR 2700 082° to **RW08** 2400 RW08 3.04° TCH 40 6.1 NM -4.9 NM CATEGORY Α C D 1280-11/4 1280-1 **LNAV MDA** 498 (500-1) NA 498 (500-11/4) REIL Rwy 8 U 1.500-1 1520-1 1520-2 **CIRCLING** NA MIRL Rwys 8-26 and 12-30 71<u>5</u> (800-1) 735 (800-1) 735 (800-2)

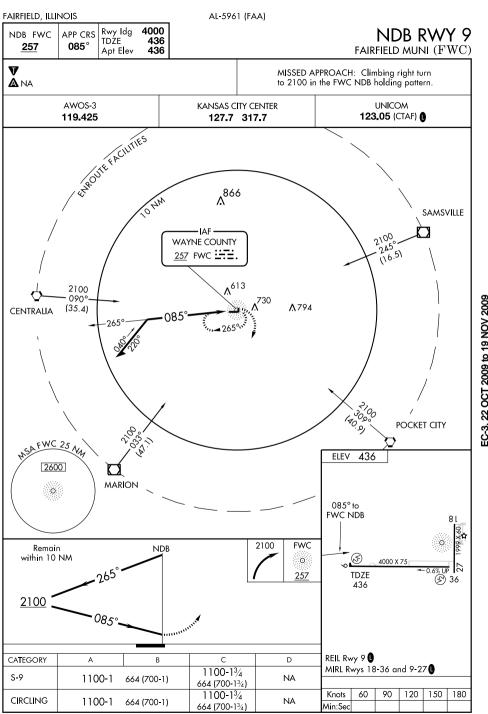


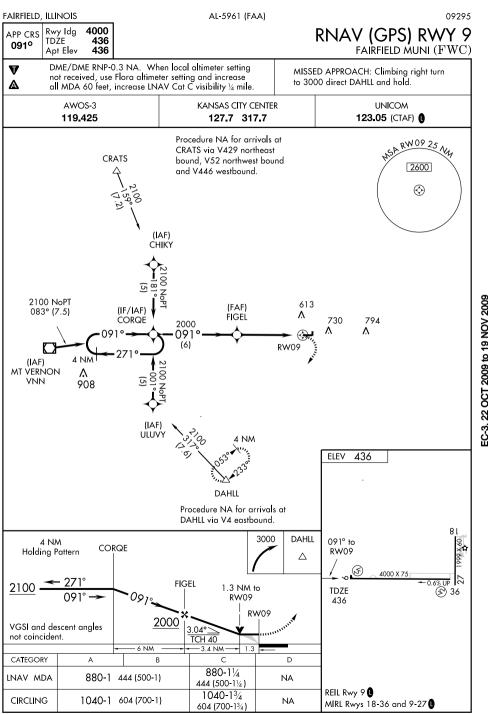


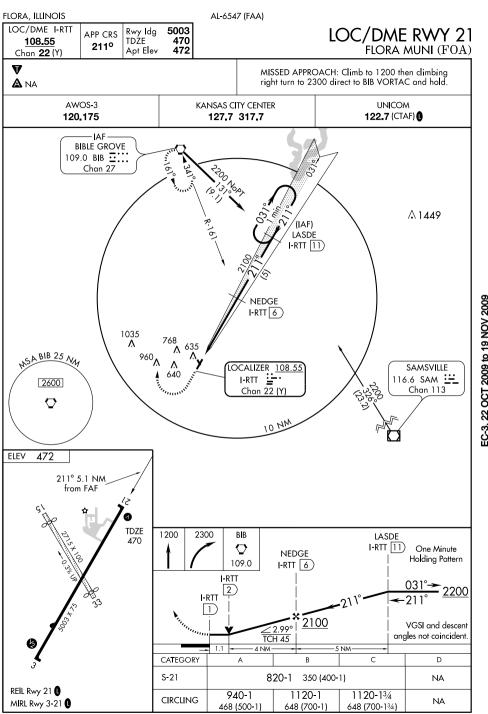


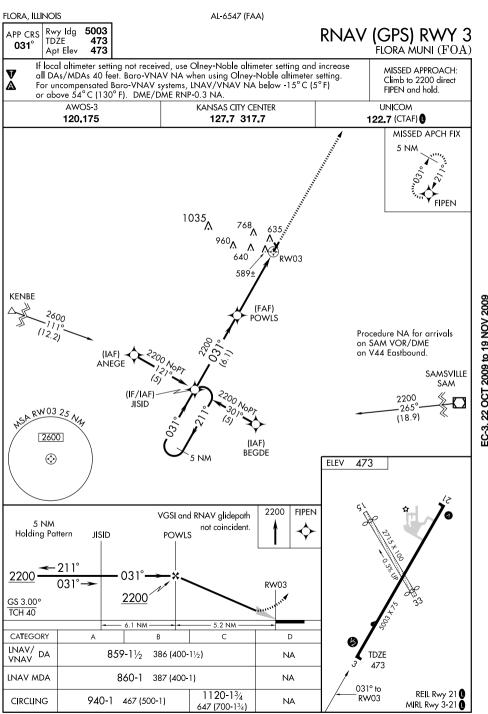


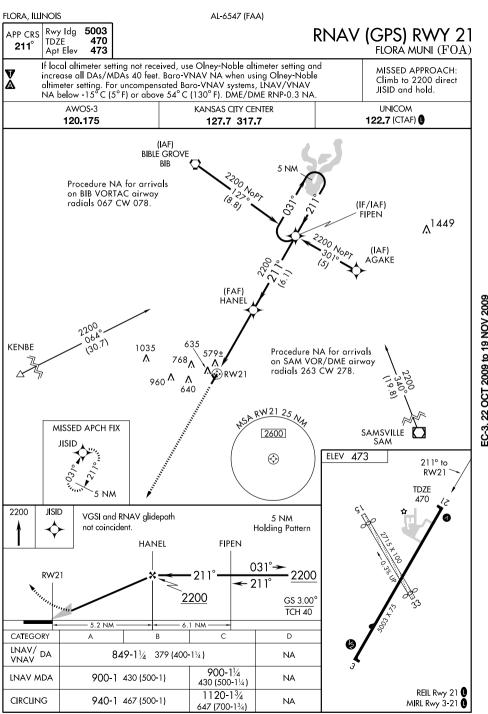








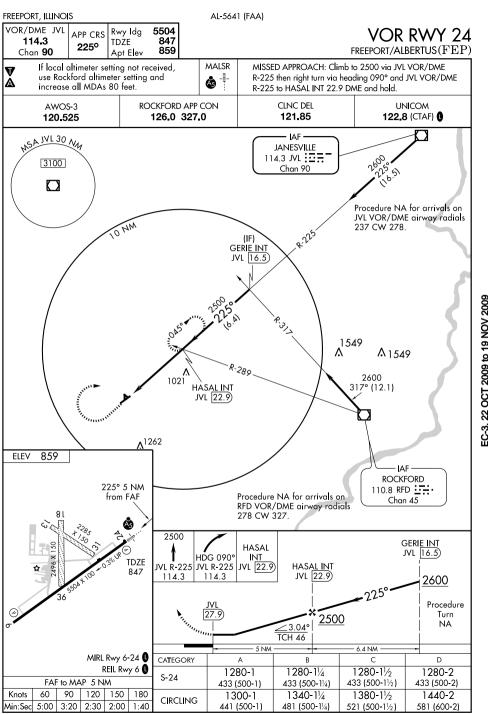


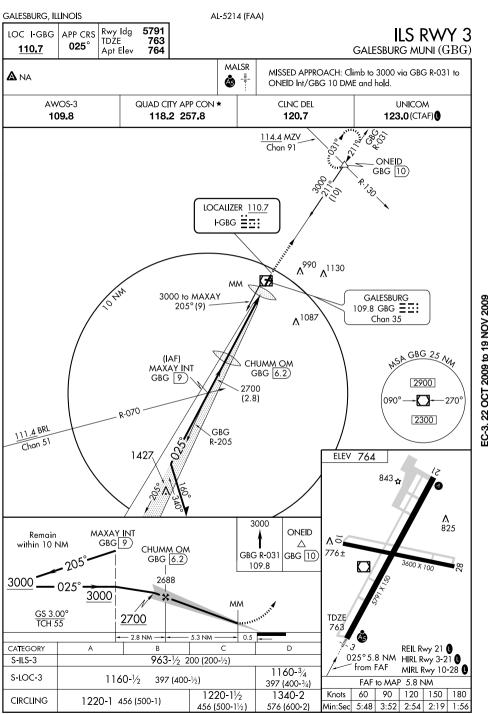


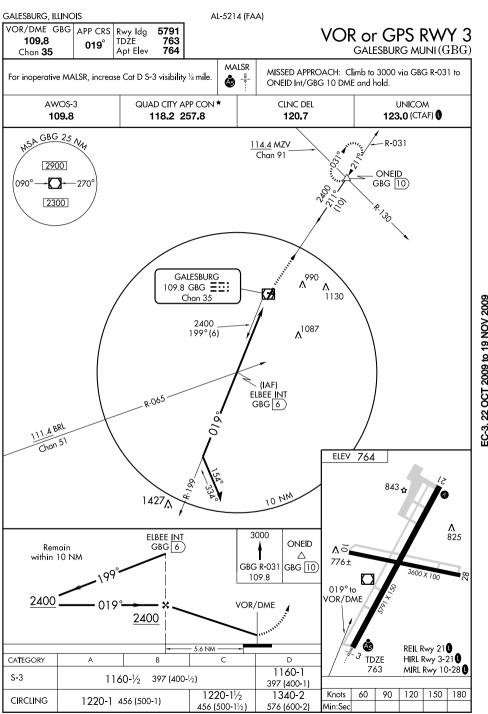
FREEPORT, ILLINOIS AL-5641 (FAA) LOC/DME I-PJE Rwy Ida 5504 ILS or LOC RWY 24 APP CRS 108.3 TDŹE 847 234° FREEPORT/ALBERTUS(FEP) Apt Elev 859 Chan **20** For inoperative MALSR, increase S-LOC 24 Cats A and B MALSR MISSED APPROACH: Climb to 1400 77 visibility to 1. If local altimeter setting not received, use then climbing right turn to 2600 via JVL Rockford altimeter setting and increase all DAs 67 feet **A** NA VOR/DME R-221 to ADOSE Int/I-PJE and all MDAs 80 feet. 12.5 DME and hold. ROCKFORD APP CON CLNC DEL AWOS-3 UNICOM 121.85 120,525 126.0 327.0 122.8 (CTAF) 0 -IAF **ALTERNATE** MISSED APCH FIX **JANESVILLE** 20072 114.3 JVL : □ = R-278 098° Chan 90 (166) Procedure NA for arrival on JVL VOR/DME airway radials **ROCKFORD** 147 CW 278. O KIN 734° min EC-3 22 OCT 2009 to 19 NOV 2009 (IF/IAF) LUNDN INT ADOSE INT I-PJE (6.4) I-PJE 12.5 ∆¹⁵⁴⁹ 1549 NSA JVL 30 NA 3100 700 R-289 نه و 1000 990 LOCALIZER 108.3 I-PJE 1262 Chan 20 ELEV 859 **ROCKFORD** 110.8 RFD :--:• Chan 45 234° 5.3 NM from FAF 2600 1400 81 One Minute ADOSE ADOSE INT Holding Pattern LUNDN INT INT JVL R-221 I-PJE 12.5 I-PJE 6.4 114.3 2600 I-PJE TDZE 2.4) 234° 2600 847 I-PJE 2600 GS 3.00° TCH 45 4 NM 6.1 NM D CATEGORY 1047-3/4 S-ILS 24 200 (200-3/4) MIRL Rwy 6-24 0 REIL Rwy 6 1300-1 S-LOC 24 1300-3/4 453 (500-3/4) FAF to MAP 5.3 NM 453 (500-1) Knots 60 90 120 150 180 1380-11/2 1300-1 1340 - 11440-2 CIRCLING 2:39 2:07 Min:Sec 5:18 3:32 441 (500-1) 481 (500-1) 521 (600-1½) 581 (600-2)

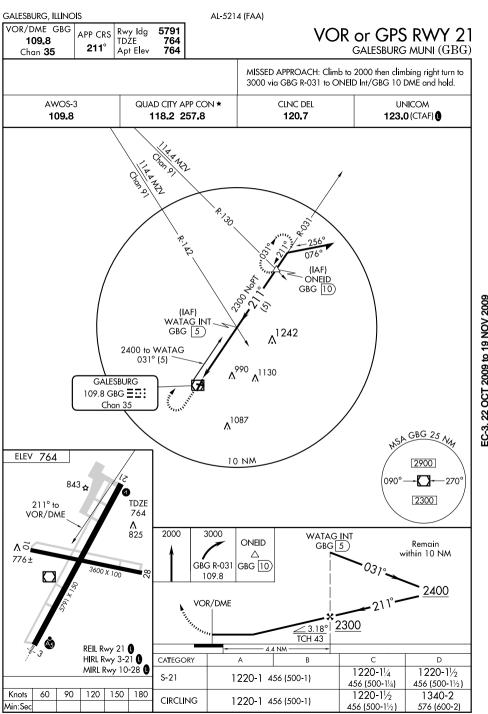
FREEPORT, ILL	INOIS				AL-564	11 (FA	Α)				
WAAS CH 56404 W06A	0540	Rwy Idg TDZE Apt Elev	859								WY 6 US (FEP)
▼ all DAs 6 ▲ Baro-VN	67 feet and AV systems	a ll MDA s, LNAV	As 80 feet. /VNAV N	DME/ A belov	DME RNP-0.	3 NA F) or	etting and incre a. For uncompe above 47° C g.	nsated			I: Climb to and hold.
	/OS-3 D.525			ORD A	PP CON 27.0		CLNC DE 121.85		1:	UNICOM 22.8 (CTA	
	∆ ^{1 570})						anarana da	ananananananananananananananananananan	MISSEC	APCH FIX 5 NM
at WACKS Southwest		→	1234°	(IF/IA HAN) (b.) \	(FAI BAB			, i	ADOSI	25 Nr.
Procedure N at MIHAL vio Southwest b	a V63	Δ	(IAF)				3000 115.01	POLC PLL ELEV	859	<u>2600</u>	
5 NM Holding Pa		HANKS		BABJ		.1 N/	2600 ADOS A *LNAV onl	-	8	2285	ÅS A
<u>GS 3.00°</u> TCH 50	054°→	>	054°→ <u>2600</u>	*.	to	RWC	RW06	TDZ — 859		SPORT TOO	0.3% W (O)
CATEGORY	А		— 6.1 NM - B	-	——4.1 NM — C		D D			-	
LPV DA			110	9-1 2	250 (300-1)				-		
LNAV/ DA			1371	-13⁄4	512 (600-1¾)		054°			
LNAV MDA	120	60-1 40	01 (500-1)		1260-	11/4	401 (500-11/4)	RW	J o		
CIRCLING	1300 441 (50		1340 481 (50		1380-1 521 (600-		1440-2 581 (600-2)		Rwy 6-24 (Rwy 6 ()	

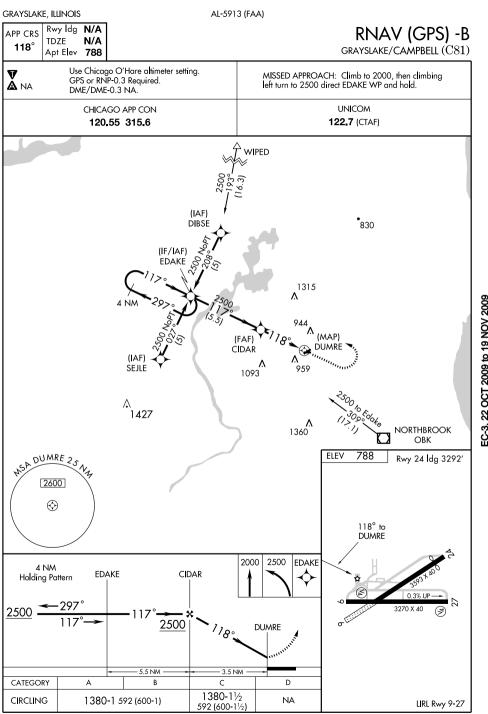
FREEPORT, ILLI	INOIS		AL-56	41 (FA	۹)			
WAAS CH 78403 W24A	APP CRS Rwy TDZI Apt	E 847			R	NAV FREEF	(GPS) R'	WY 24 rus (FEP)
all DAs 67 Baro-VNA Baro-VNA MALSR, ir	7 feet and all A AV systems, LN AV and VDP N Acrease LNAV/	ADAs 80 feet. E AV/VNAV NA A when using R	e Rockford altime DME/DME RNP-0. below -16° C (4° ockford altimeter visibility to 1, an V Cat. D.	.3 NA. ⁹ F) or c setting.	For uncompensa above 47° C (11a . For inoperative	ted 6° F).	MISSED A	APPROACH: 2600 direct and hold.
	/OS-3).525		ORD APP CON 5.0 327.0		CLNC DEL 121.85		UNICC 122.8 (CT	
MA RW 2 (26)	00	2600 114° (20.1)			Procedure N JVL VOR/D northeast be	ME via V21	6 Not The St	L (IAF) JANESVILLE JVL
		A nnin	ZOSTA 2.2 NM to RW24 913 ± RW24	990	Proced RFD V	ADOSÉ	154 A 7500 110 2100 110 2100 1100 2100 1100 110	(IAF) CKFORD RFD
5 NM 234°	HANKS				2.5.5	ELEV 85	59	
*LNAV only.	ZOSI 2.2 NA *0.9 NM RW24 to RW24 24 *	1580	ADOSE - 234° - 2600 C	054 - 234	5 NM Holding Pattern 2600 GS 3.00° TCH 45	A	36 2496 × 150	234° to RW24
LPV DA		1097		1)		9		
LNAV/ DA		1097	- ³ / ₄ 250 (300- ³ / ₄	1)]		
LNAV MDA		1180-¾ 333			1180-1 333 (400-1)			
CIRCLING	1300-1 441 (500-1)	1340- 481 (500			1440-2 581 (600-2)	MIRL Rwy REIL Rwy		

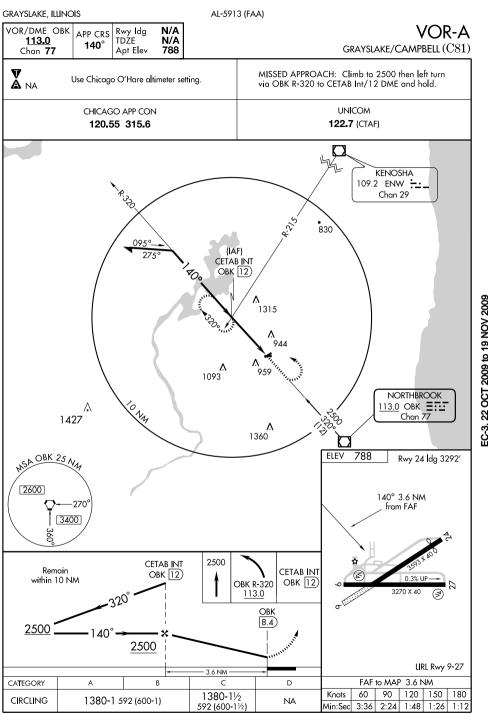


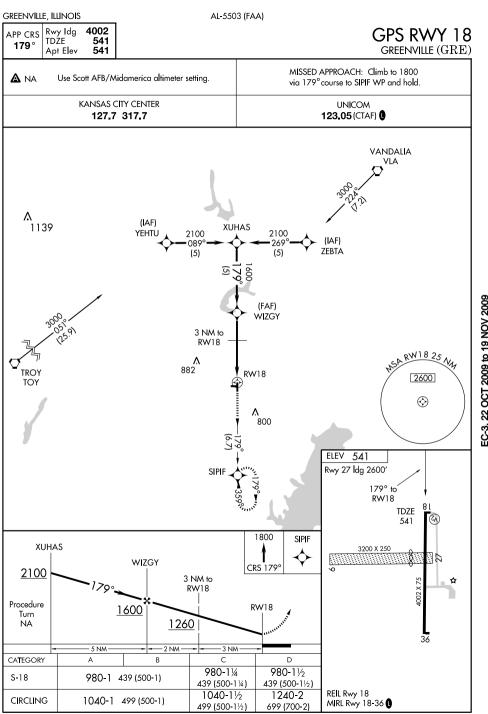


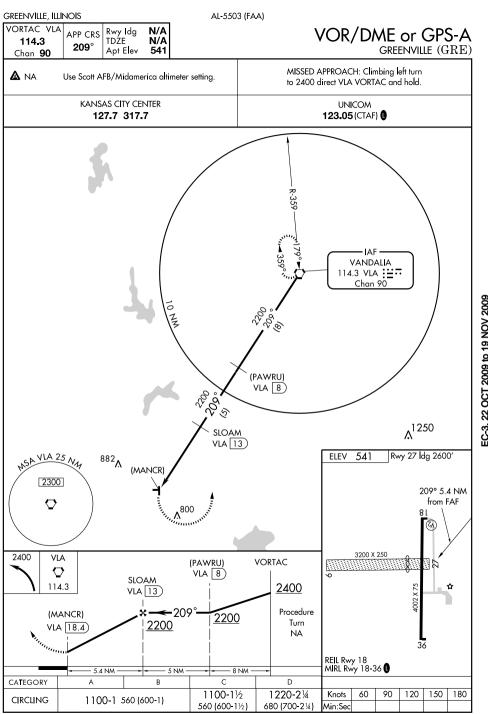


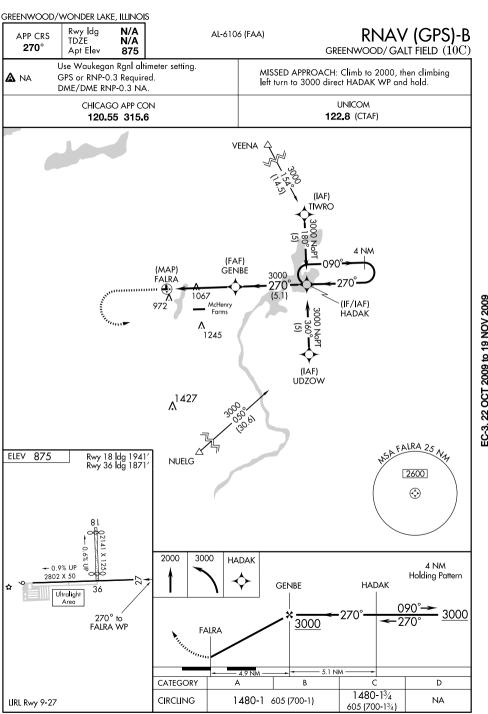


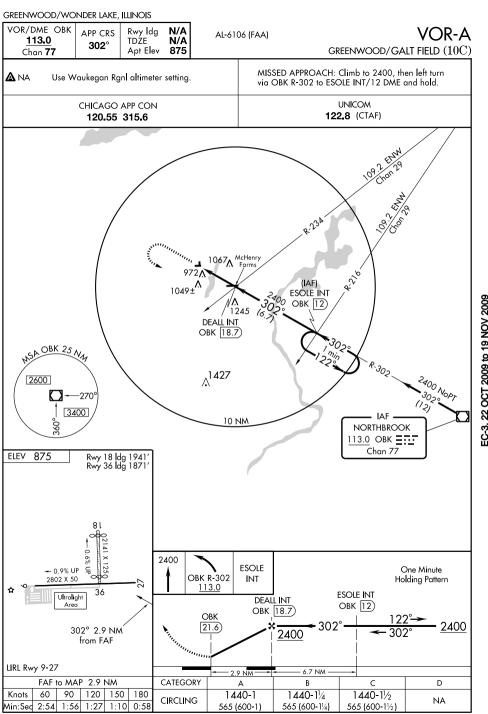


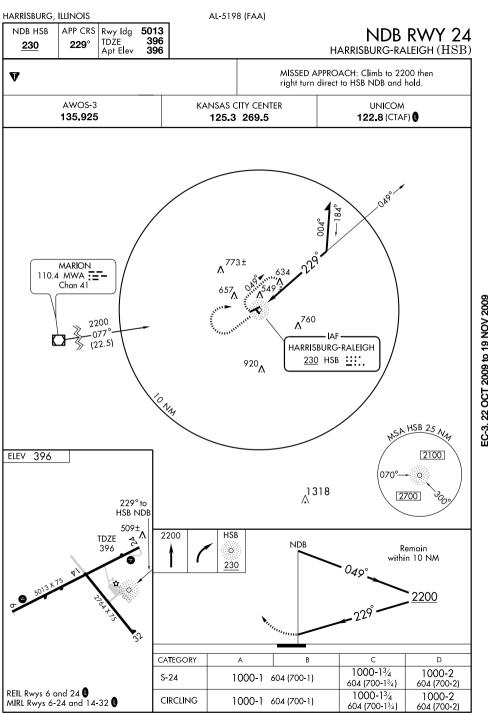




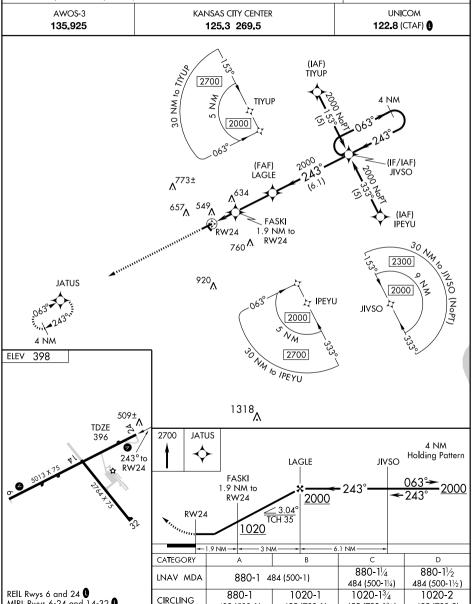








HARRISBURG, ILLINOIS AL-5198 (FAA) Rwy Ida 5013 RNAV (GPS) RWY 24 APP CRS TDŹE 396 243° HARRISBURG-RALEIGH (HSB) Apt Elev 398 When local altimeter setting not received, use Williamson County Rgnl altimeter v setting and increase all MDAs 80 feet and increase LNAV and Circling Cats. C and MISSED APPROACH: Climb to D visibilities ¼ mile. VDP NA when using Williamson County Rgnl altimeter setting. 2700 direct JATUS and hold. A Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. AWOS-3 KANSAS CITY CENTER UNICOM 135.925 125.3 269.5 122.8 (CTAF) 0



482 (500-1)

MIRL Rwys 6-24 and 14-32 **①**

FC-3 22 OCT 2009 to 19 NOV 2009

622 (700-1¾)

622 (700-2)

622 (700-1)

596 (600-11/2)

596 (600-2)

EC.-3 22 OCT 2009 to 19 NOV 2009

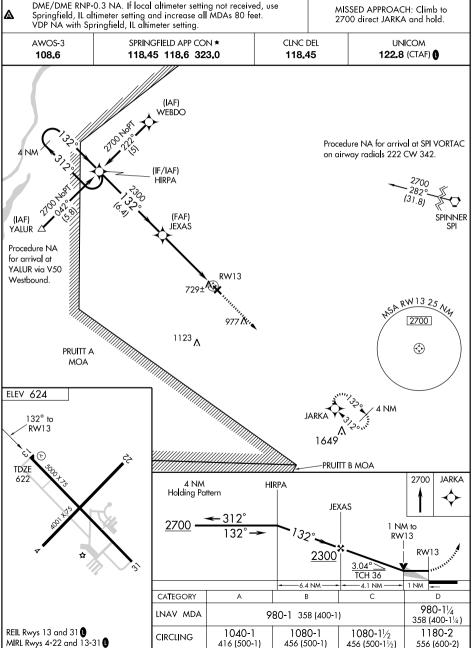
MIRL Rwys 4-22 and 13-31

JACKSONVILLE, ILLINOIS 5000 APP CRS Rwy Ida 622 TDŹE 132° Apt Elev 624

RNAV (GPS) RWY 13 JACKSONVILLE MUNI (I.J.X)

FC-3 22 OCT 2009 to 19 NOV 2009

MISSED APPROACH: Climb to 2700 direct JARKA and hold.

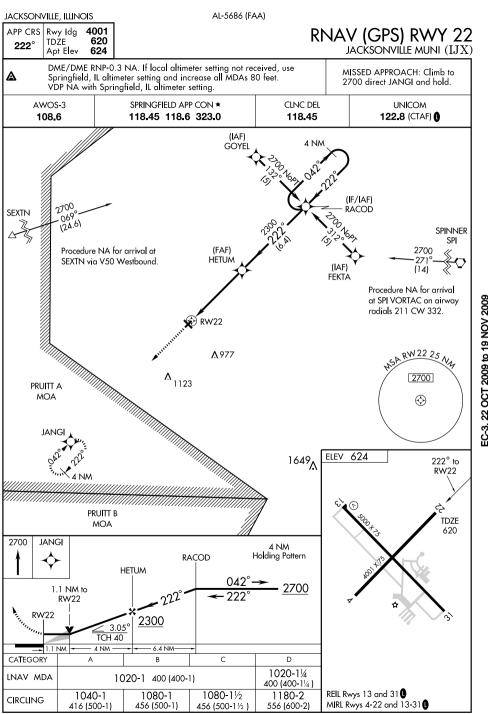


456 (500-1)

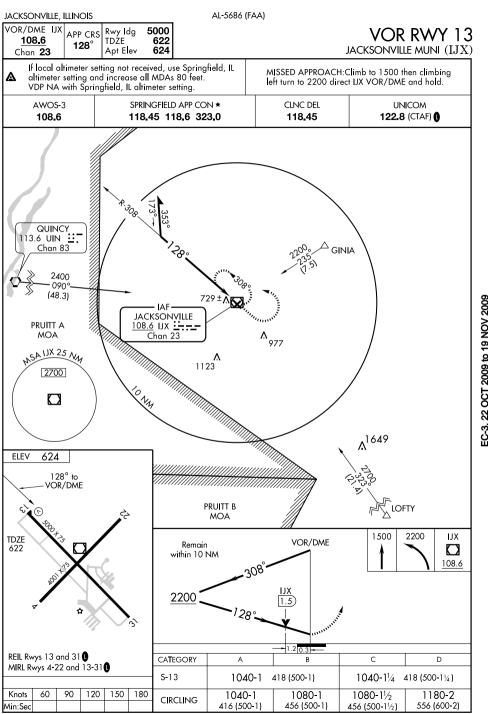
456 (500-1½)

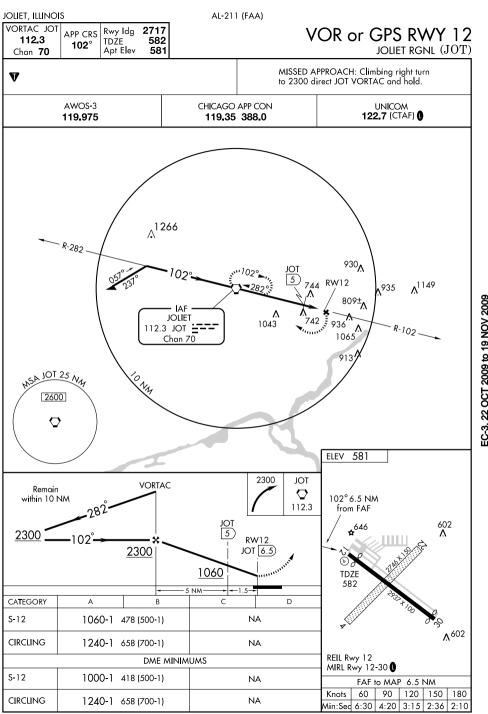
556 (600-2)

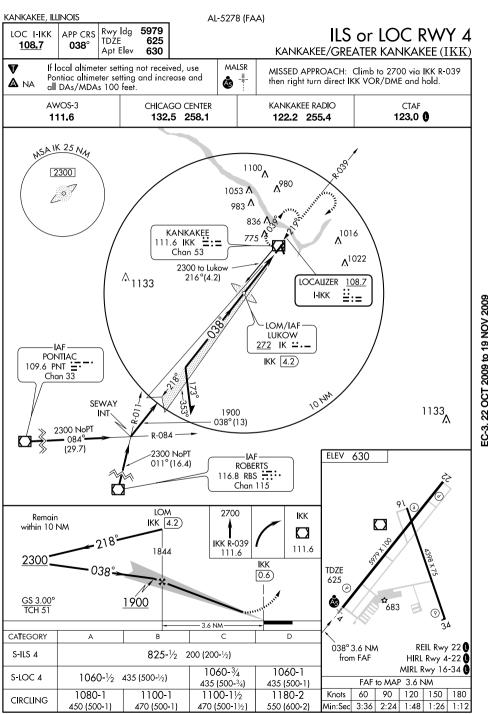
416 (500-1)

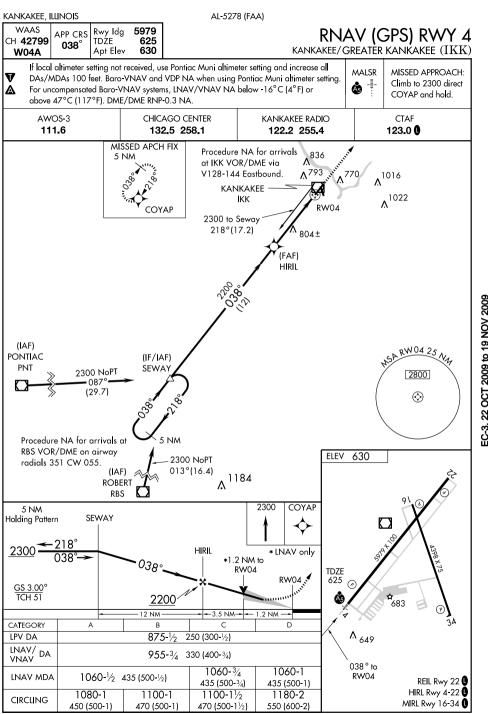


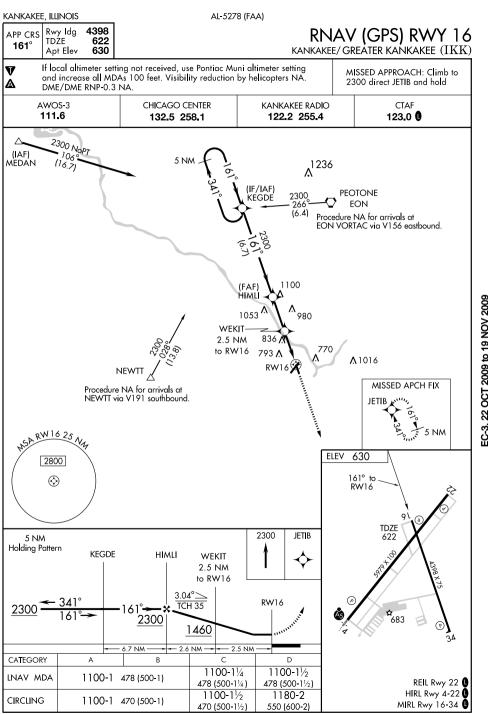
EC-3 22 OCT 2009 to 19 NOV 2009

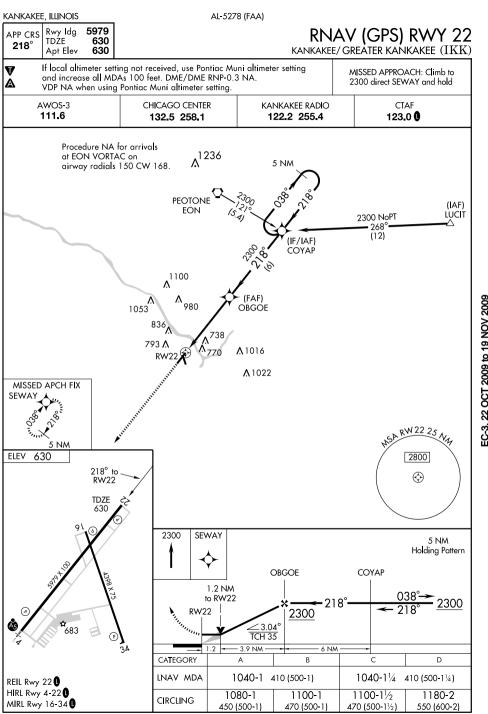


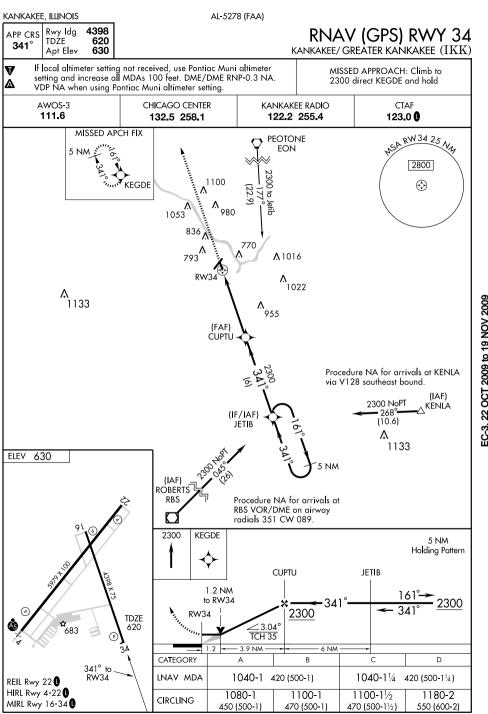


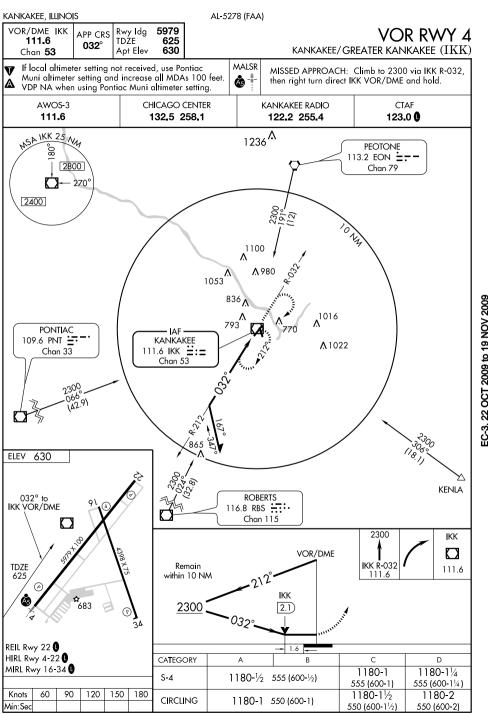


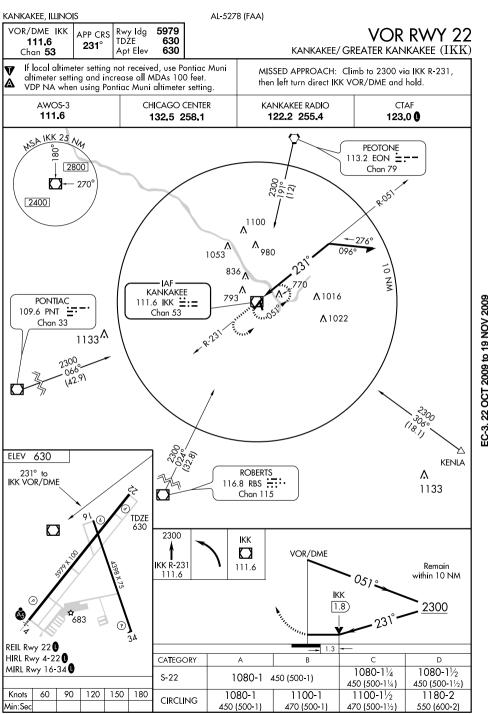


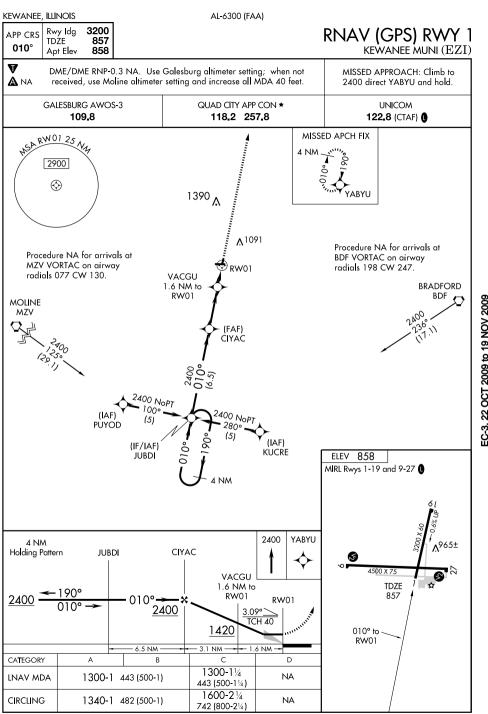


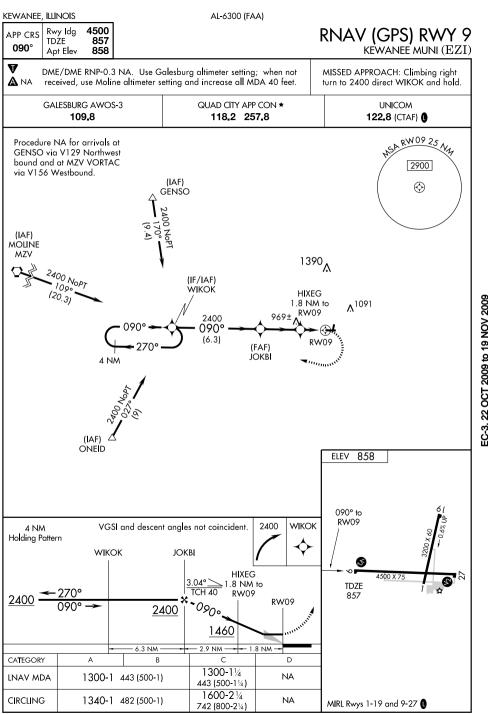


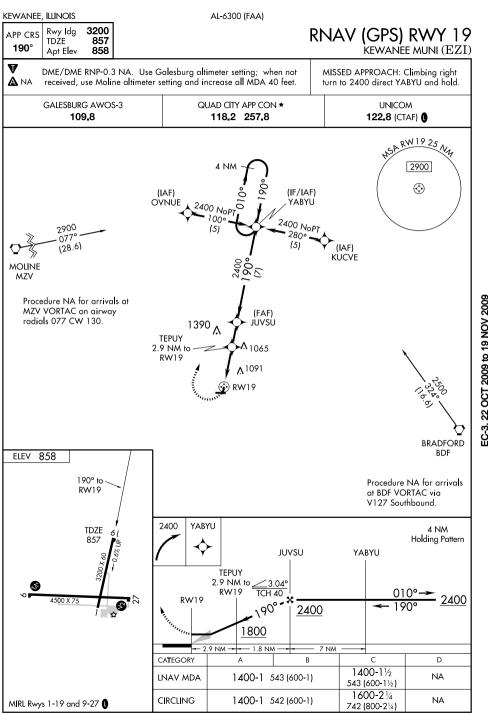


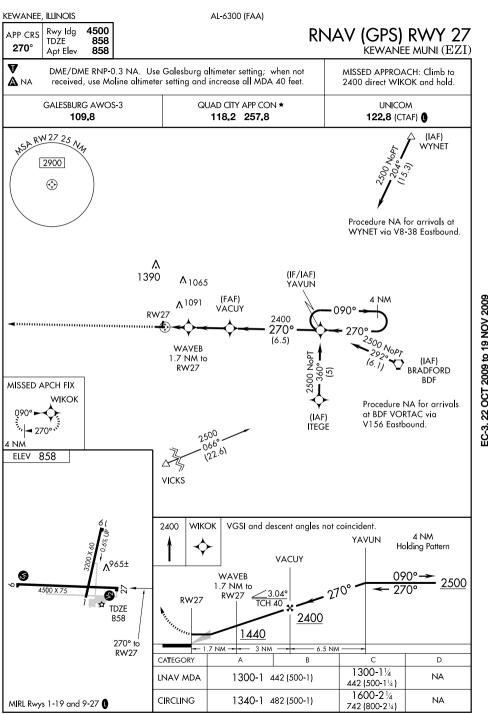


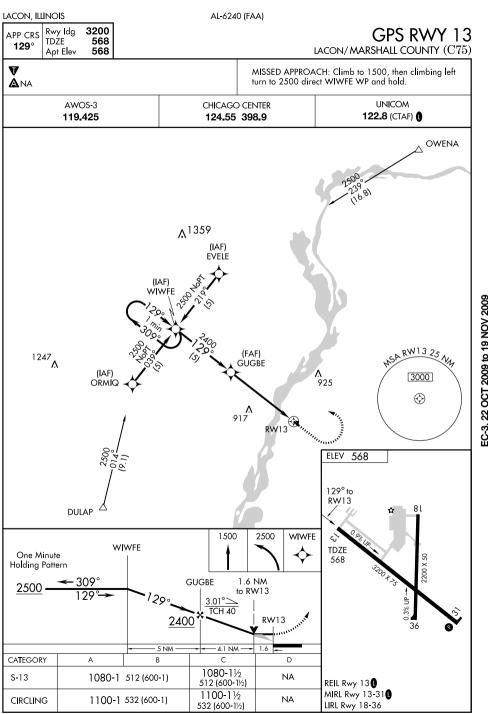


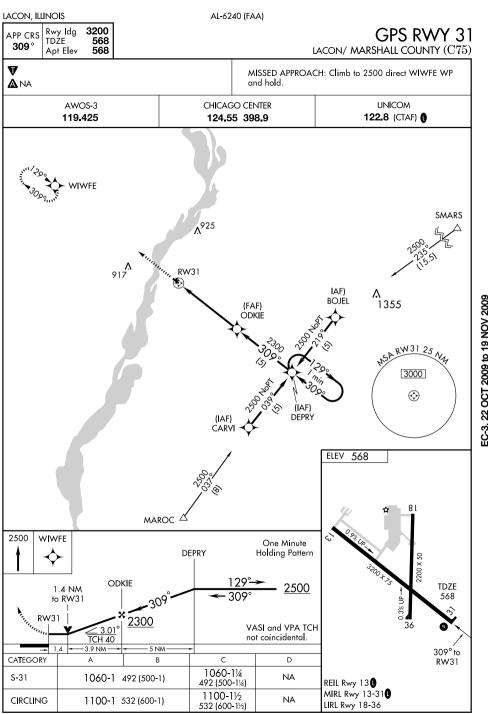


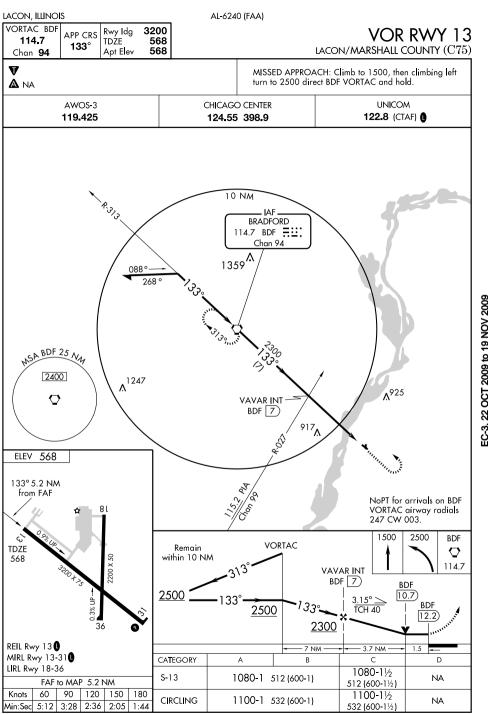


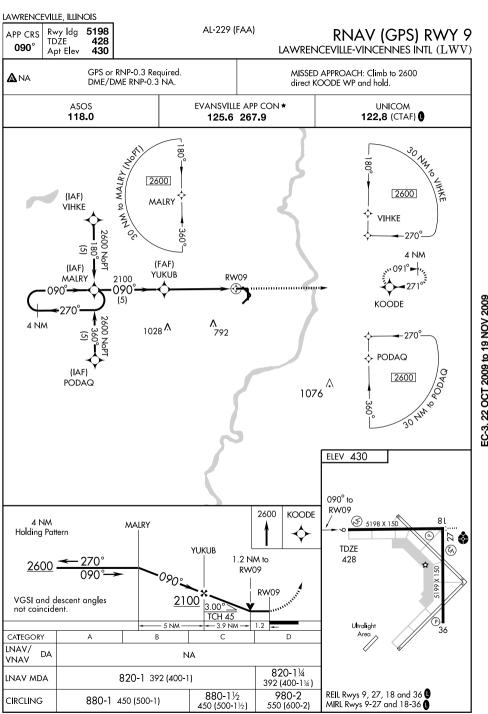


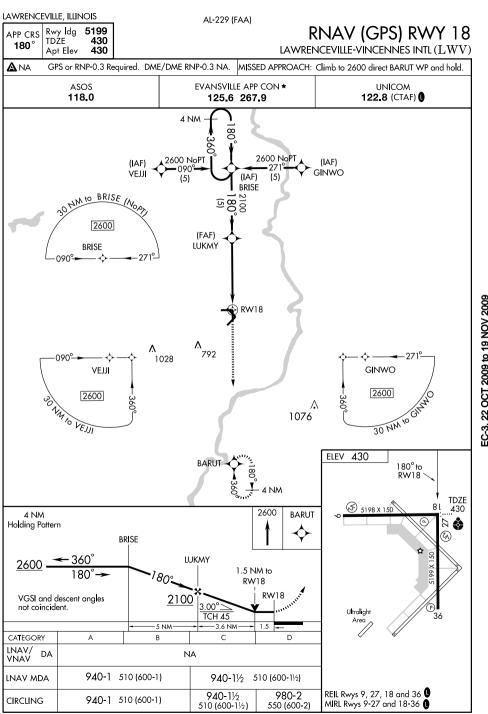


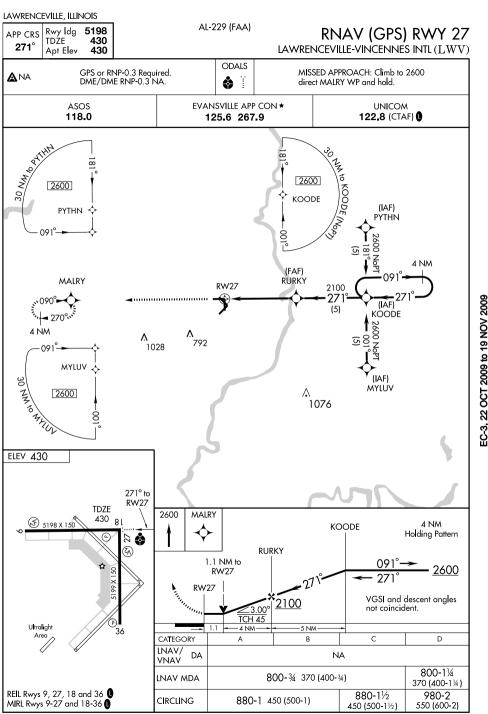


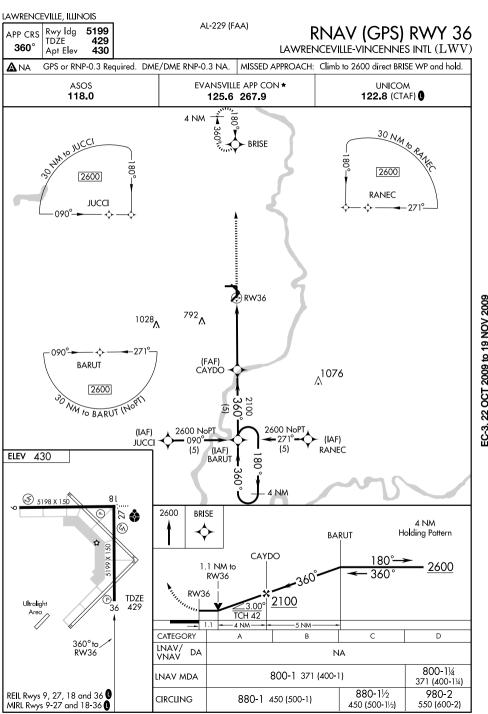




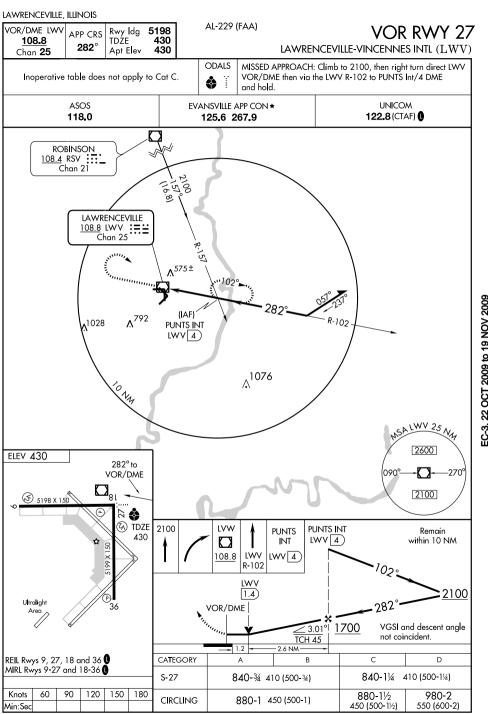


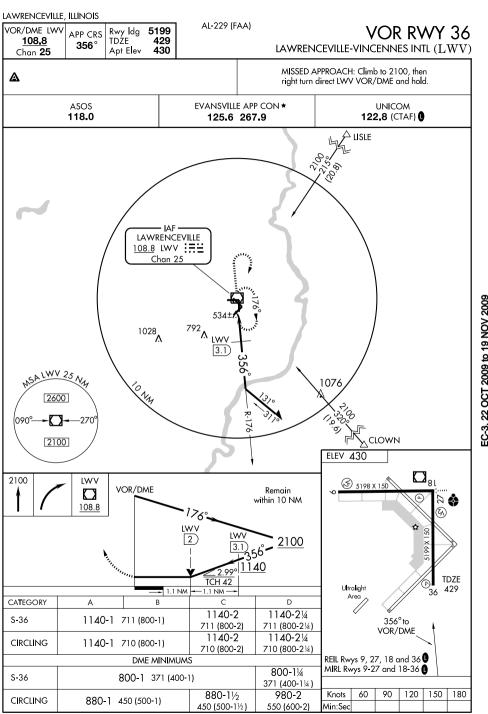


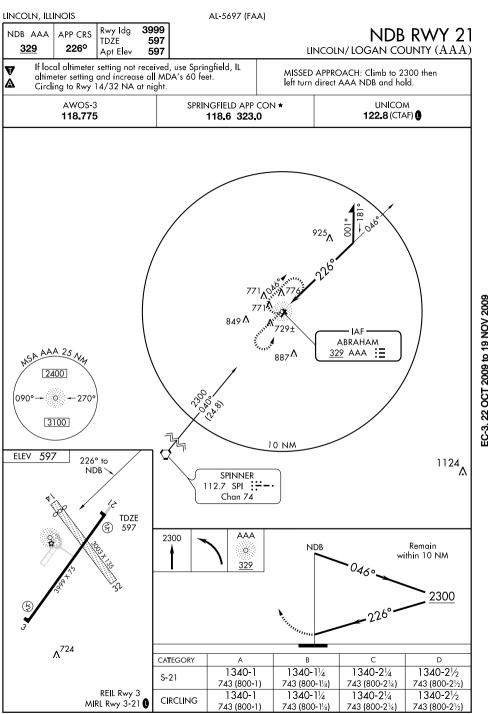


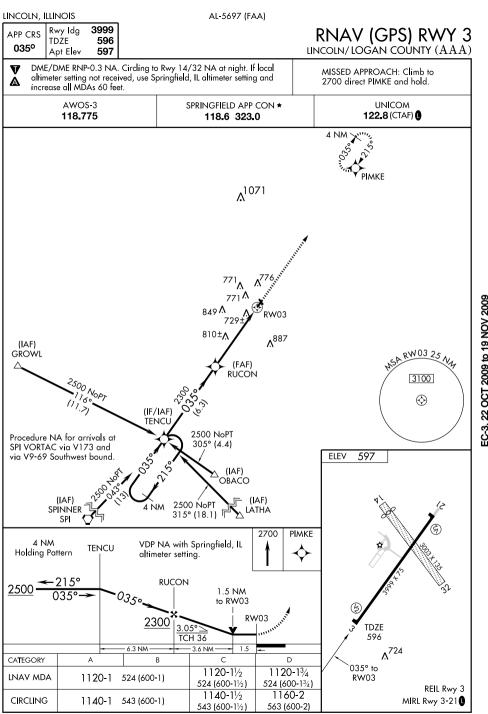


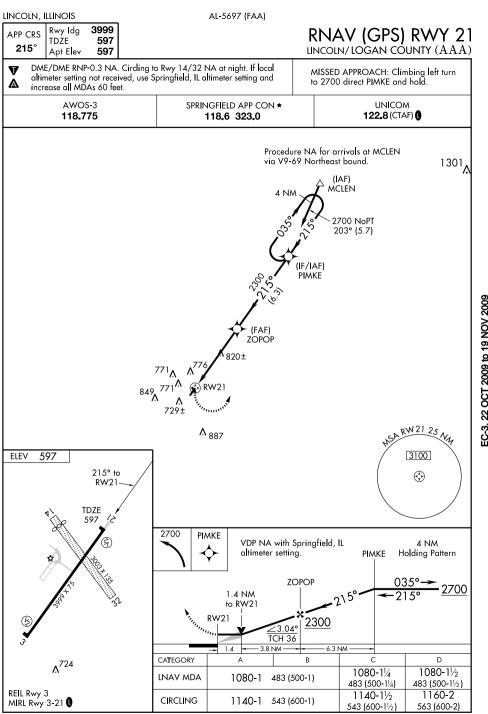
LAWRENCEVILLE, ILLINOIS AL-229 (FAA) VOR/DME LWV Rwy Idg 5199 VOR RWY 18 APP CRS 108.8 TDŹE 430 199° Apt Elev LAWRENCEVILLE-VINCENNES INTL (LWV) 430 Chan 25 MISSED APPROACH: Climb to 2100 then right turn direct LWV VOR/DME and hold. ASOS EVANSVILLE APP CON ★ UNICOM 118.0 122.8 (CTAF) 0 125.6 267.9 . 200° - 100° - LISLE 57.5 ± EC-3 22 OCT 2009 to 19 NOV 2009 LAWRENCEVILLE ¹⁰²⁸∧ 10<u>8.8</u> LWV :∃ ≟ Chan 25 NSALWV 25 My 1076 2600 090° 2100 **ELEV 430** CLOWN 199° to TDZE 2100 LWV VOR/DME VOR/DME 430 **⊿**81 Remain within 10 NM 5198 X 150 108.8 019 ∖շ 👶 (Z) LWV 2100 LWV 1.7 199° 20 1.1 5199 X 1020 VGSI and descent 2.90° TCH 45 angles not coincident. -- 0.6 NM CATEGORY C D Ultralight 1020-11/2 1020-134 1020-1 590 (600-1) S-18 590 (600-11/2) 590 (600-134) 1020-11/2 1020-2 **CIRCLING** 1020-1 590 (600-1) 590 (600-11/2) 590 (600-2) REIL Rwys 9, 27, 18 and 36 **U** DME MINIMUMS MIRL Rwys 9-27 and 18-36 S-18 840-1 410 (500-1) 840-11/4 410 (500-11/4) 90 120 150 180 Knots 880-11/2 980-2 CIRCLING 880-1 450 (500-1) 450 (500-11/2) 550 (600-2) Min:Sec

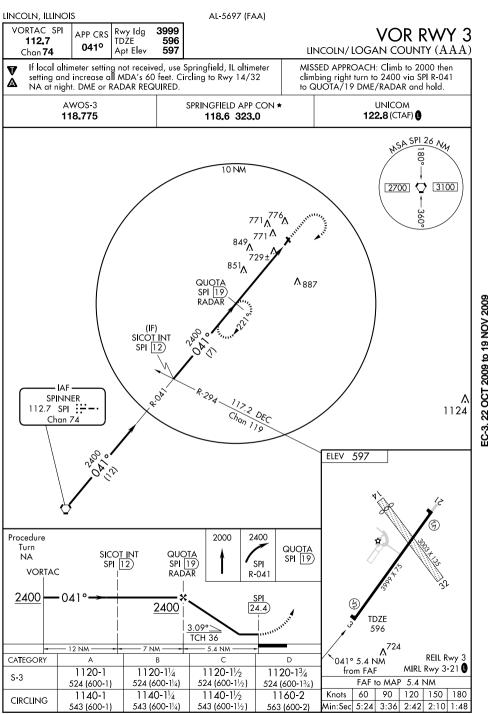


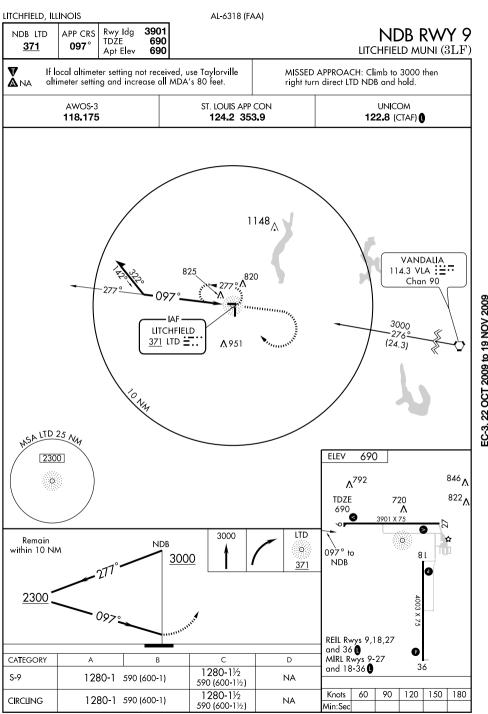


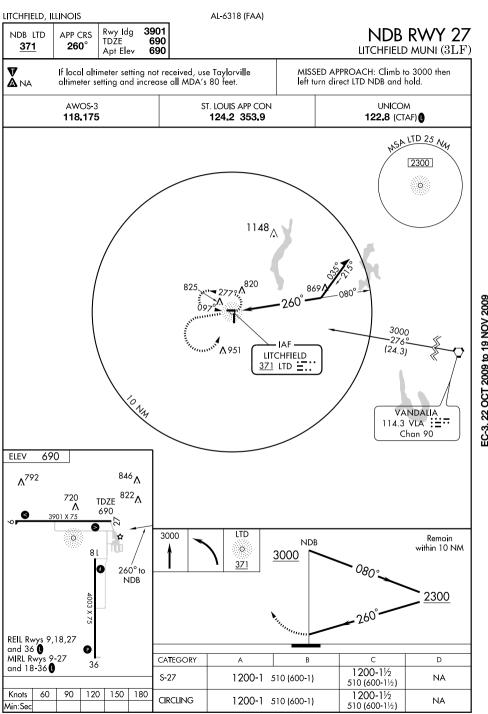


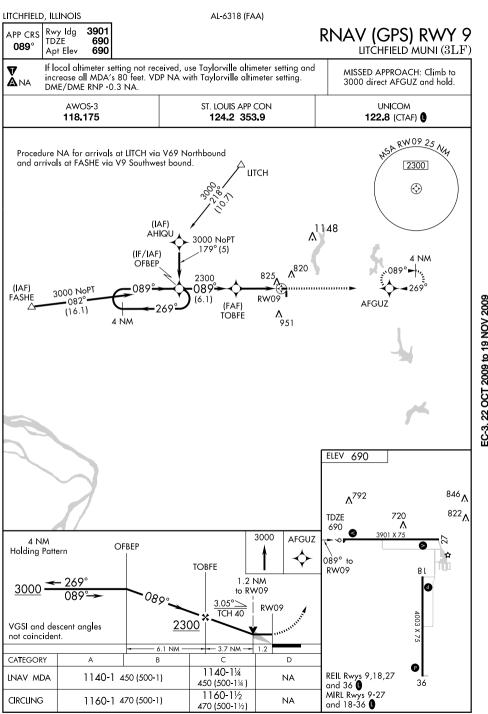


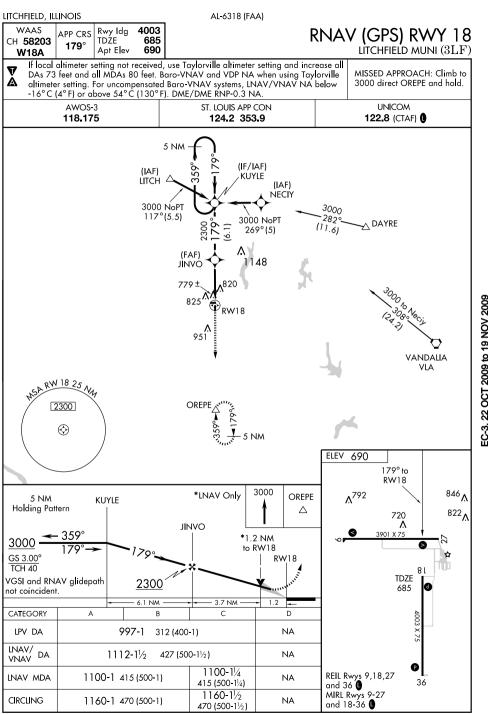


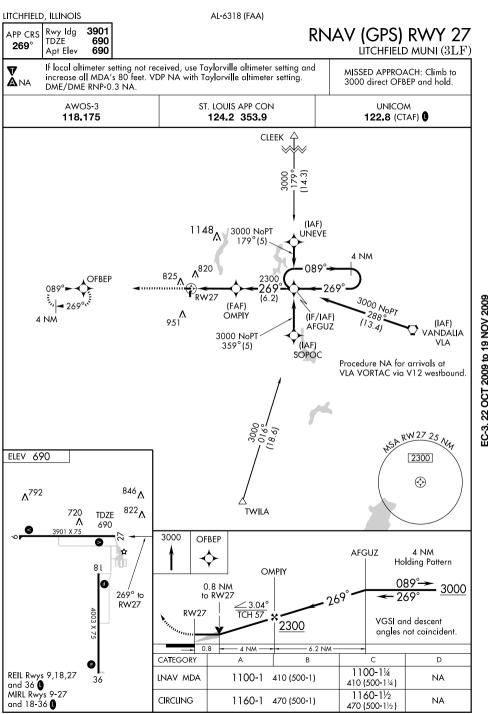


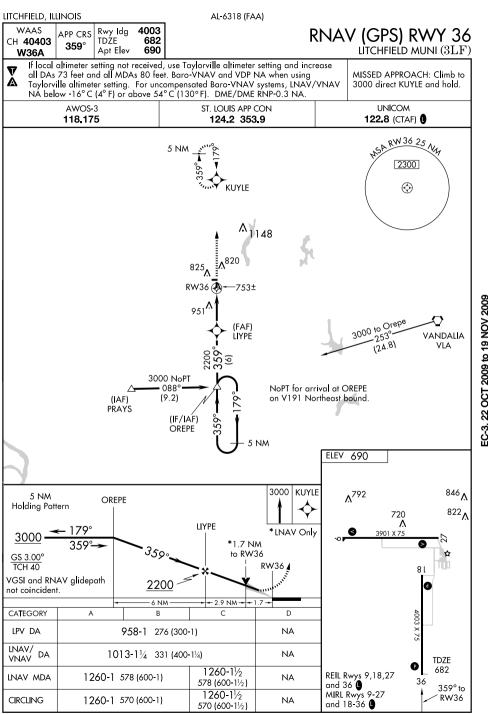


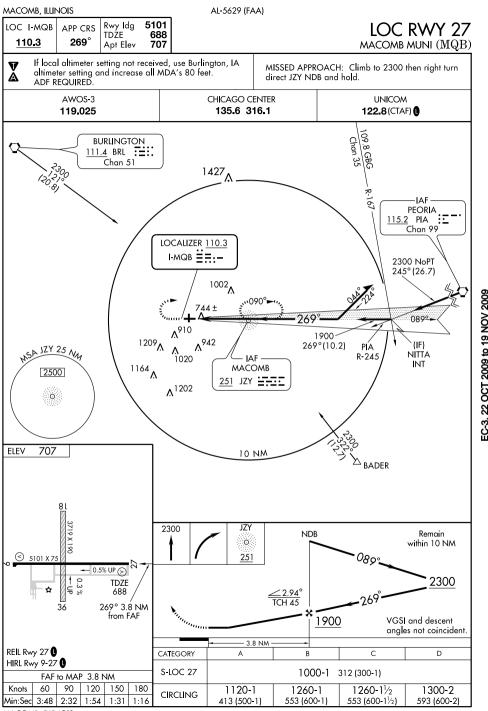


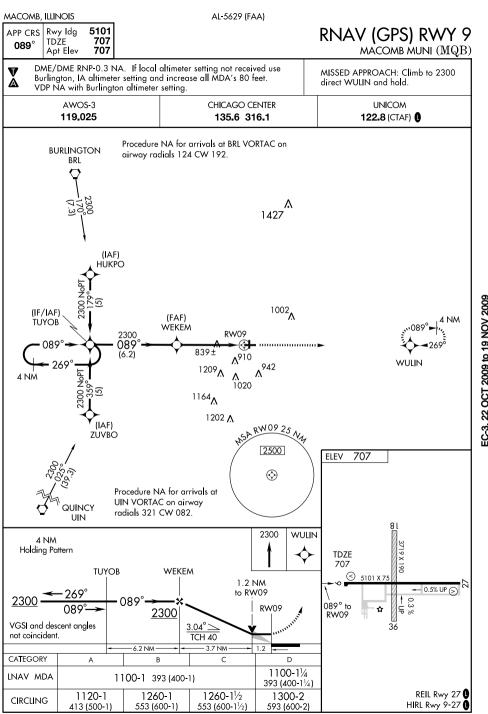


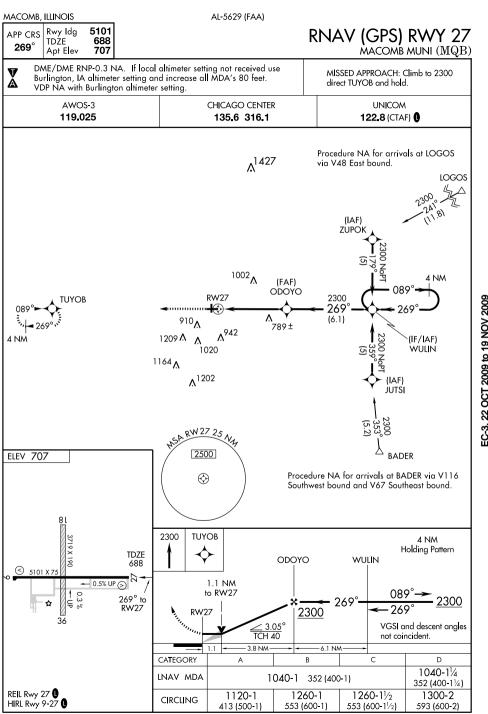


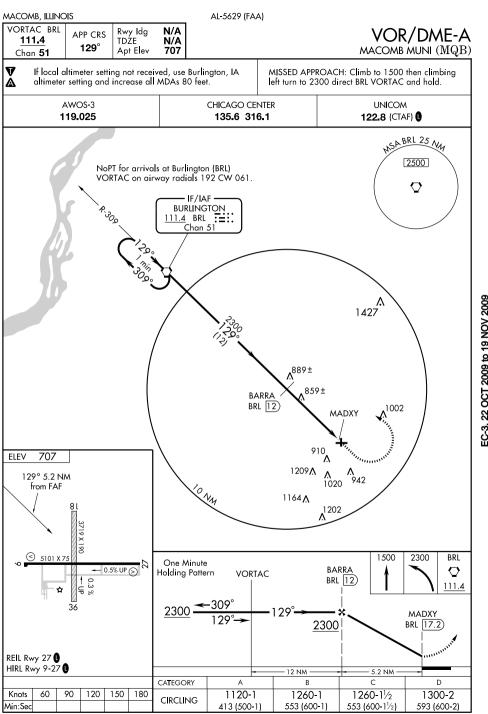


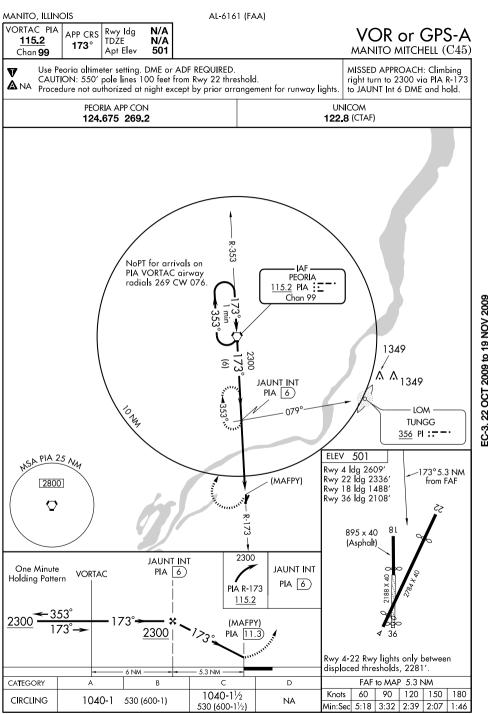


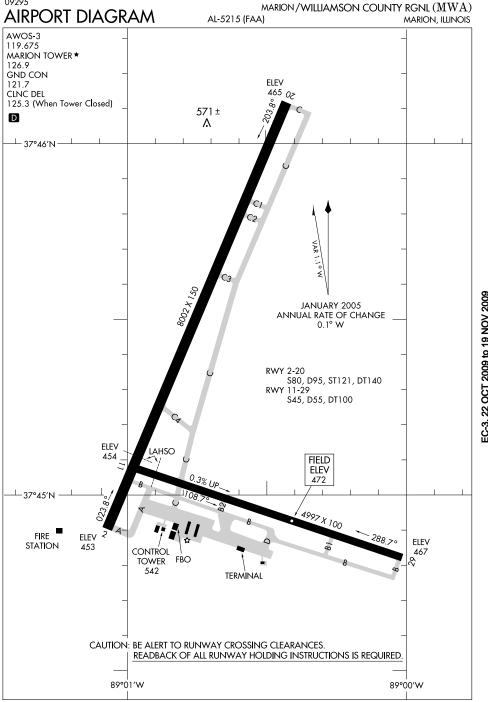


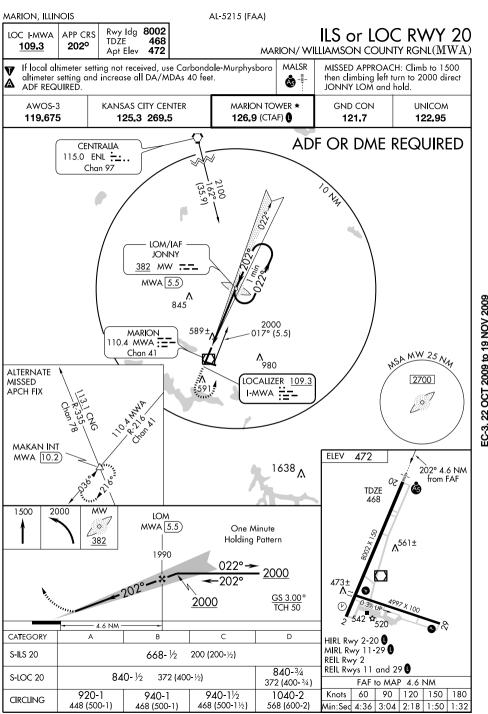


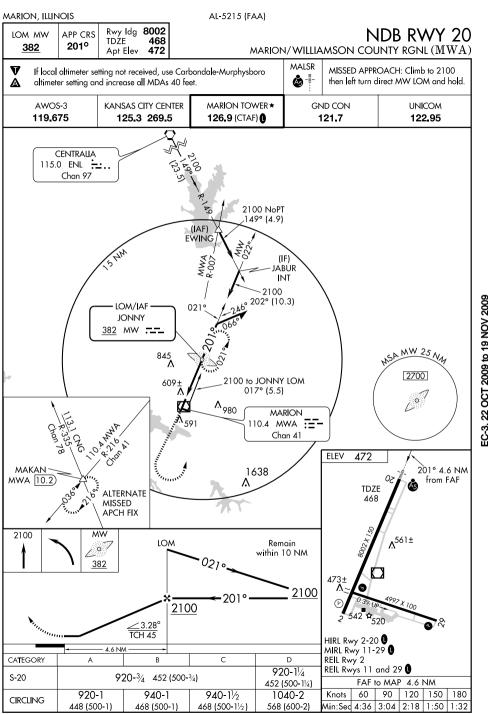


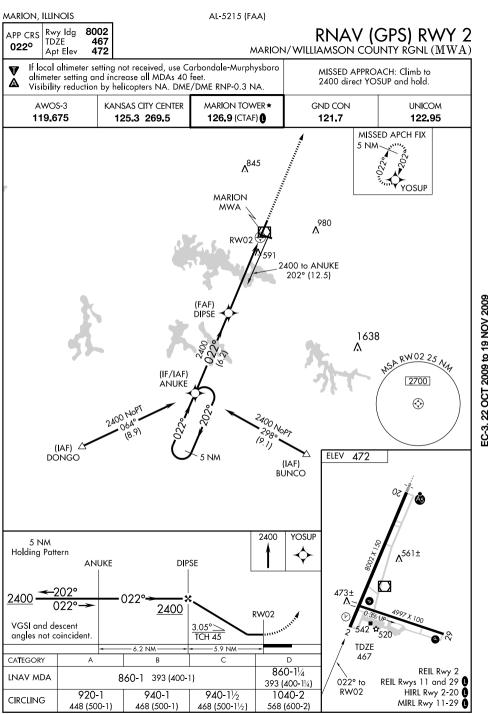


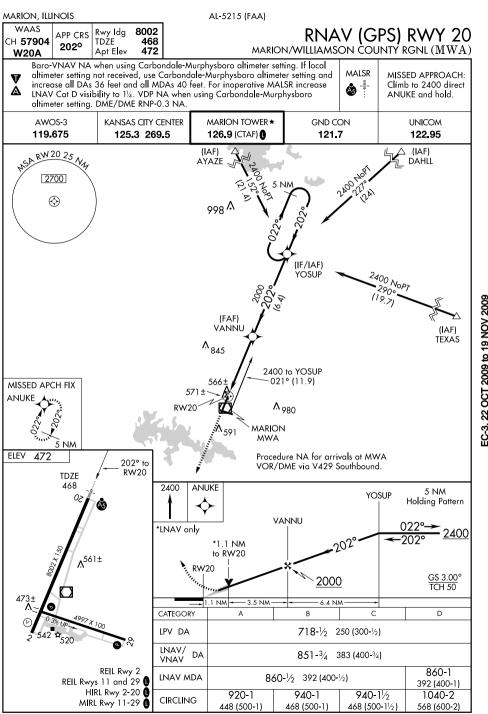


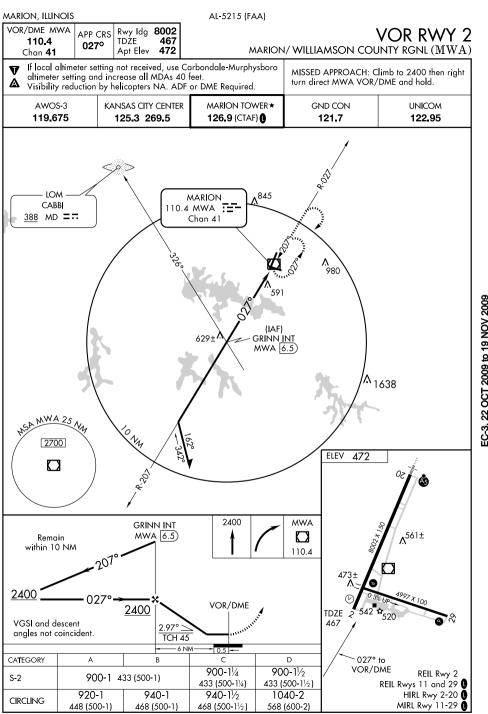


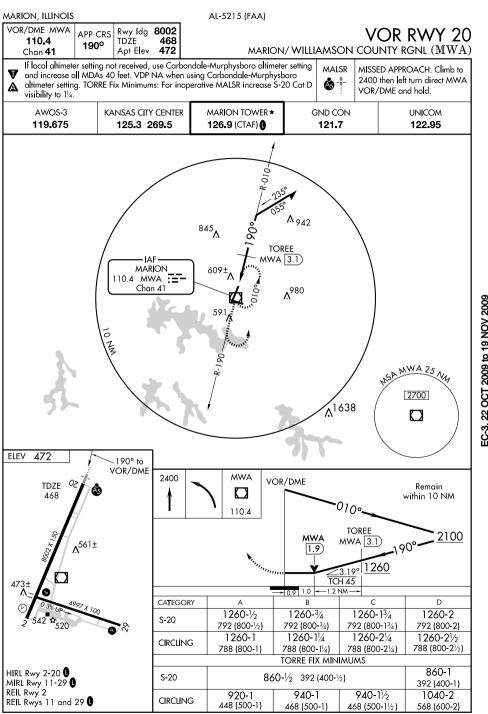


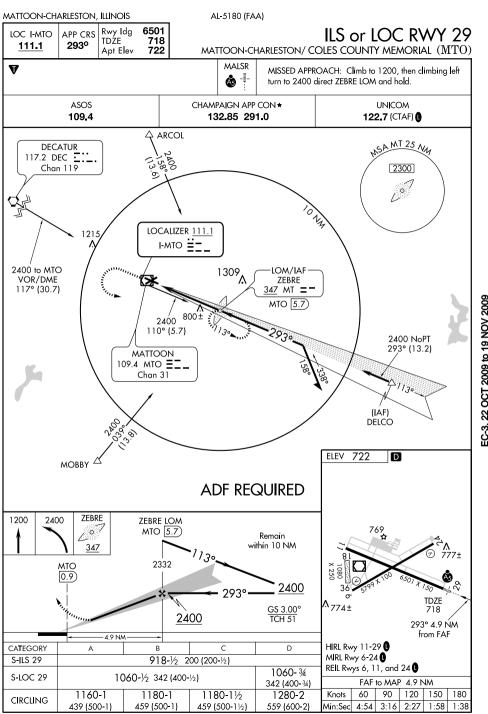


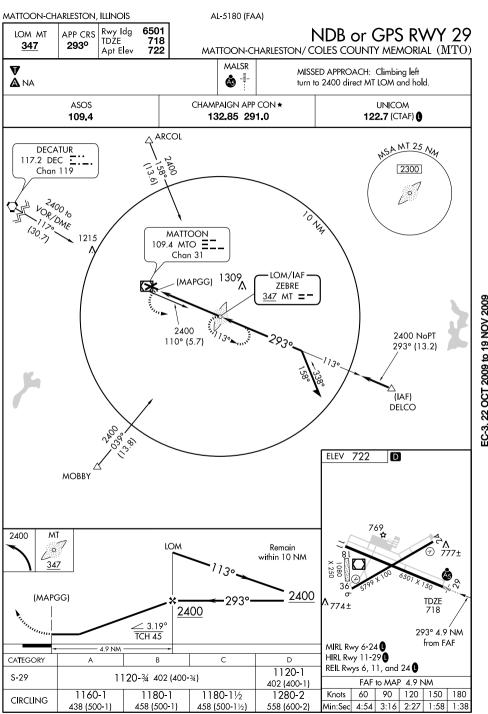




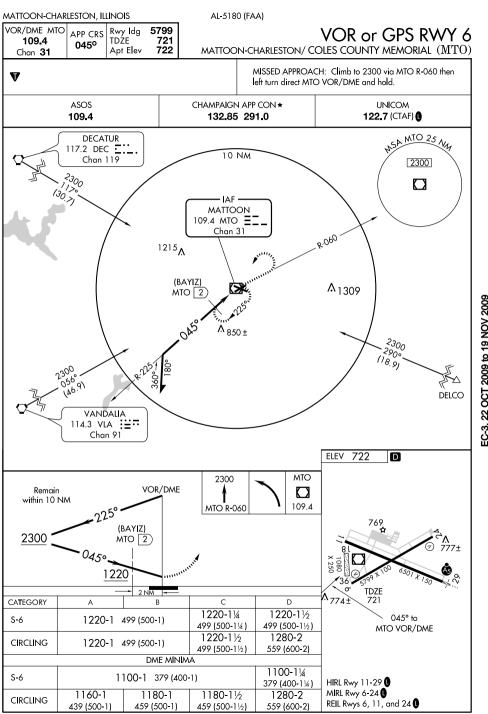


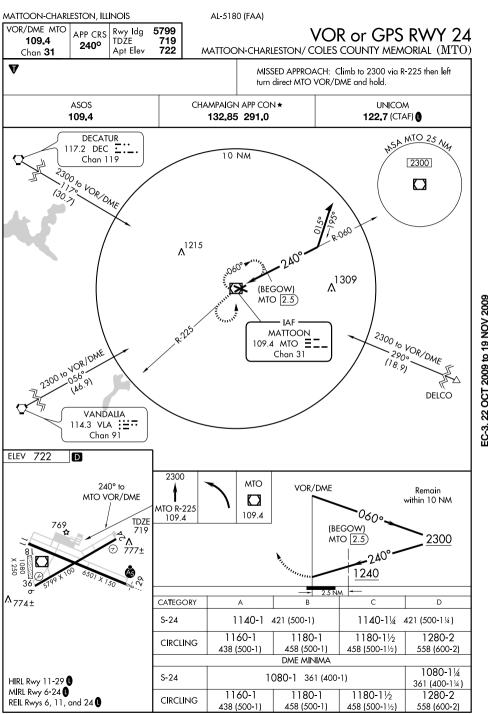


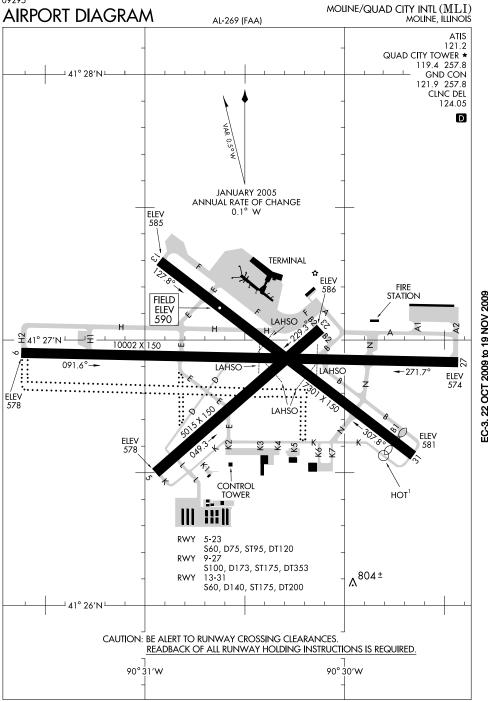


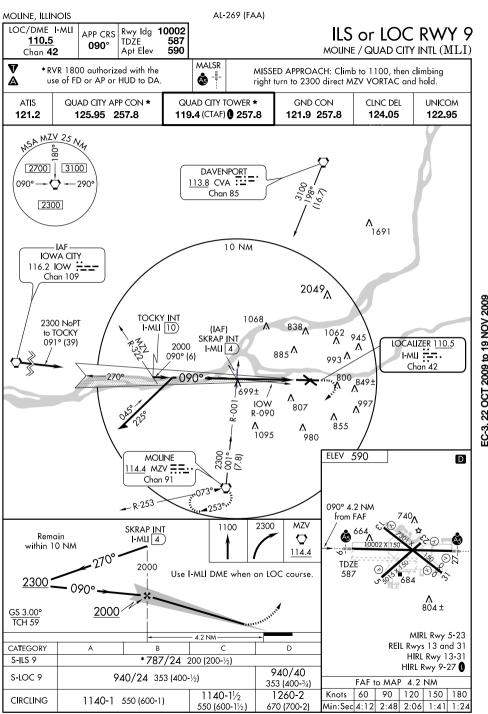


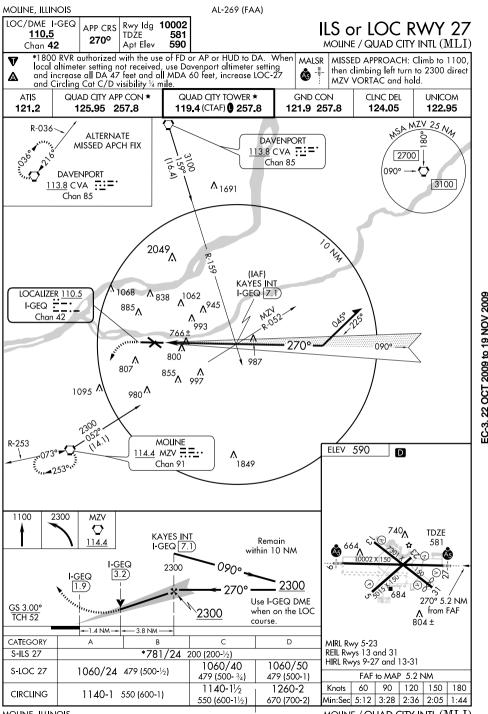
MATTOON-CHARLESTON, ILLINOIS AL-5180 (FAA) Rwy Ida 6501 RNAV (GPS) RWY 29 WAAS APP CRS TDŹE 718 CH 93510 293° MATTOON-CHARLESTON/COLES COUNTY MEMORIAL (MTO) Apt Elev 722 W29A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or MALSR above 47°C (116°F), DME/DME RNP-0.3 NA, Baro-VNAV and VDP NA when using MISSED APPROACH: Champaign/Urbana altimeter setting. For inoperative MALSR, increase LNAV/VNAV, Climb to 2600 direct and LNAV visibility Cat. D ¼ mile. When local altimeter setting not received, use ZIMEN and via 021° Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA track to ARCOL 100 feet, increase LPV, LNAV/VNAV, and LNAV visibility 1 mile. Inoperative table and hold. does not apply when using Champaign/Urbana altimeter setting. CHAMPAIGN APP CON ★ UNICOM **ASOS** 109,4 132.85 291.0 122,7 (CTAF) (ARCOL 1 30 MM to CULUD 2600 CULUD 1215 EC-3 22 OCT 2009 to 19 NOV 2009 (IAF) ZIMEN 1309 CULUD ۸ (FAF) IDOCE 829± A 2400 1130 2600 **OSEKE** 4 NM 30 NM to JERJA 30 KH20 **JERVA** 2600 જ (IÈ/IAF) ELEV 722 **OSEKE** D (IAF) JERVA ARCOL 4 NM 2600 ZIMEN 021° Holding Pattern OSEKE TRK Δ 769 * LNAV only IDOCE *1 NM to RW29 RW29 GS 3.00° TCH 51 2400 **TDZE** ^ _{774±} - 4.1 NM-6.7 NM CA**T**EGORY D В 293° to 971-1/2 LPV DA 253 (300-1/2) RW29 LNAV/ 1040-3/4 DA 1040-1/2 322 (400-1/2) VNAV 322 (400-3/4) 1080-1 LNAV MDA 1080-1/2 362 (400-1/2) MIRL Rwy 6-24 (362 (400-1) HIRL Rwy 11-29 1160-1 1180-1 1180-11/2 1280-2 CIRCLING REIL Rwys 6, 11, and 24 🗓 458 (500-1) 438 (500-1) 458 (500-11/2) 558 (600-2)

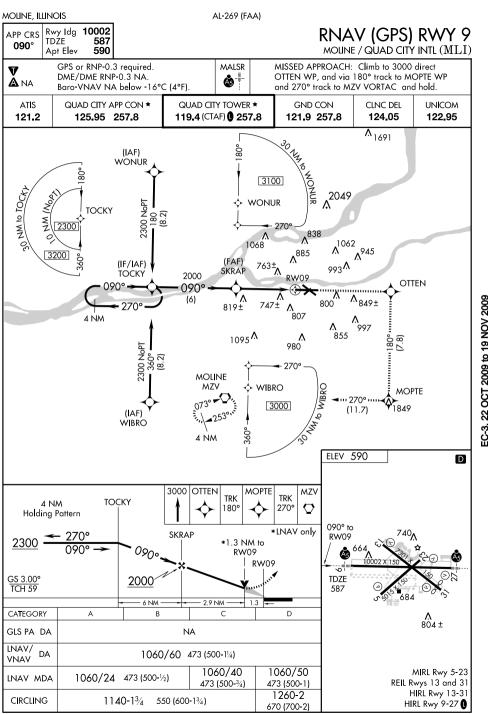












0% 30 NM to NEBIC 855 1095 A 980 MOLINE MZV ELEV 590 D ▲ 253° 🛪 MIGNE 4 NM 126° to RW13 3000 ARACI MIGNE MZV TRK TRK 4 NM **IDOPE** 195° 275° Holding Pattern **TDZE** 590 FIRPA **ALECU** *LNAV only 740_^ 2.6 NM to RW13 RW13 GS 3.00° 2300 *1460 TCH 48 684 2.6 NM 2.6 NM CATEGORY B D Α **∧** 804 + 908-1 LPV DA 318 (400-1) LNAV/ 1292-21/2 DΑ 702 (800-21/2) VNAV 1140-11/2 1140-13/4 LNAV MDA 1140-1 550 (600-1) 550 (600-11/2) 550 (600-134) MIRL Rwy 5-23 1260-2 REIL Rwys 13 and 31 1140-11/2 CIRCLING 1140-1 550 (600-1) HIRL Rwys 9-27 and 13-31 550 (600-1½) 670 (700-2)

EC-3 22 OCT 2009 to 19 NOV 2009

HIRL Rwys 9-27 and 13-31

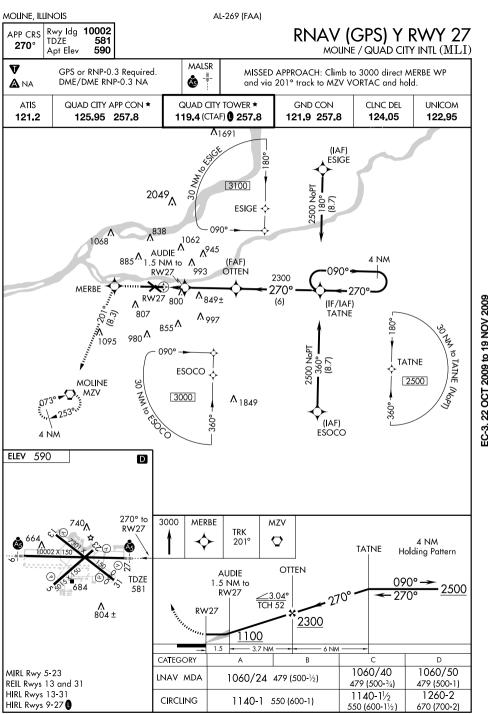
RNAV (GPS) RWY 31

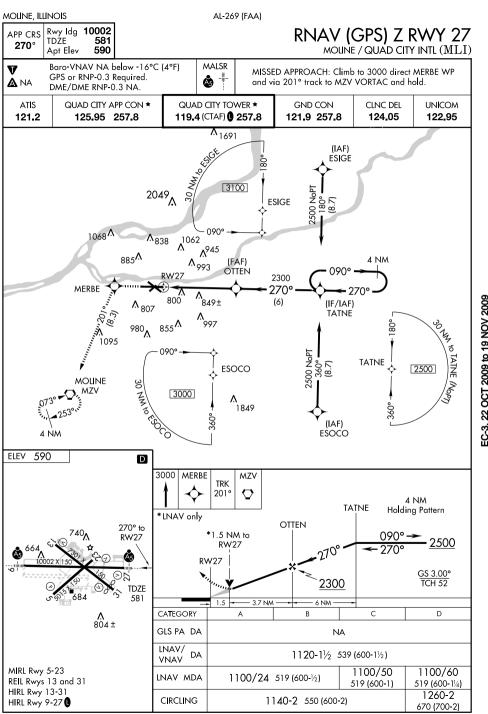
550 (600-11/2)

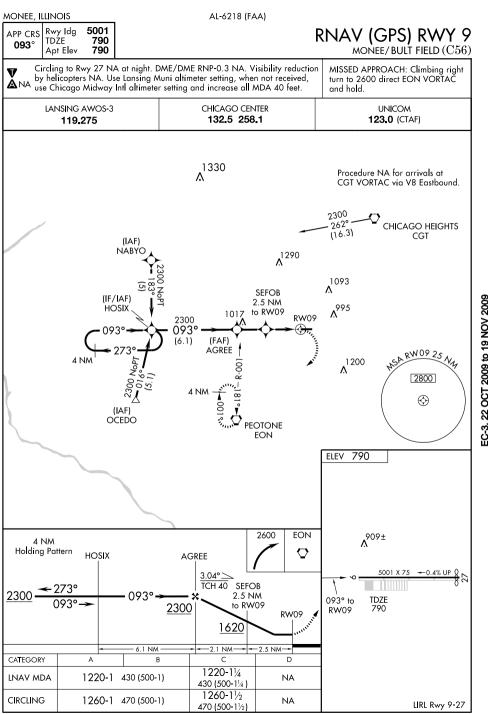
670 (700-2)

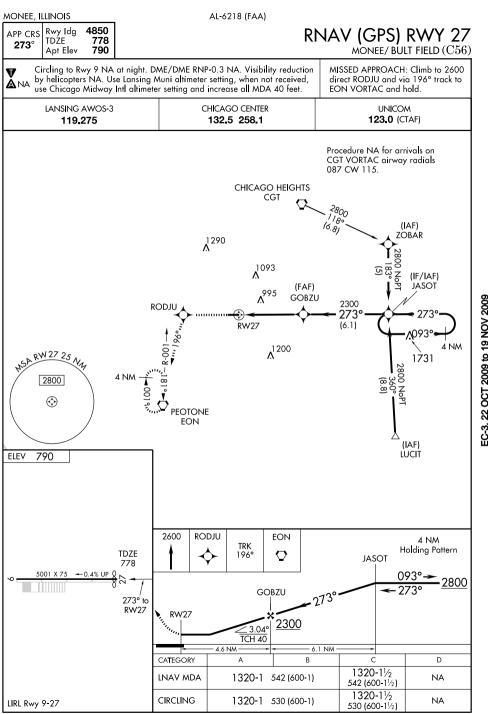
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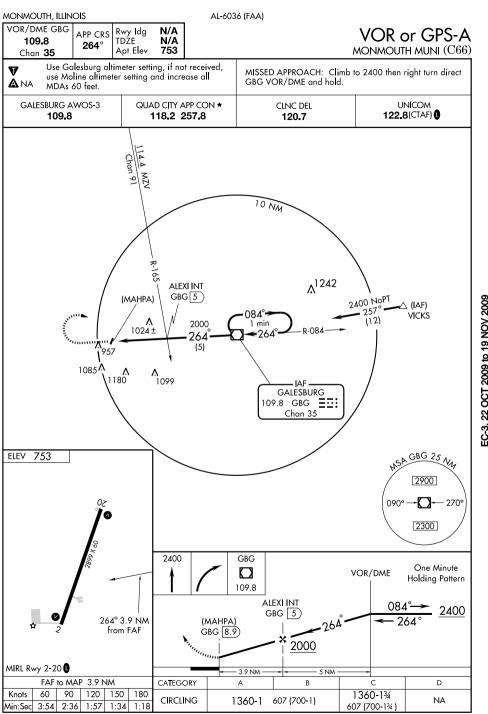
MOLINE / QUAD CITY INTL (MLI) W31A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) 77 MISSED APPROACH: Climb to or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters 3000 direct ALECU and via Α NA. When local altimeter setting not received, use Davenport altimeter setting and track 235° to MUTME and increase all DA 47 feet and all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all via track 165° to MZV Cats, LNAV Cats C and D, and Circling Cats C and D visibility 1/4 mile. Baro-VNAV VORTAC and hold. and VDP NA when using Davenport altimeter setting. QUAD CITY APP CON ★ QUAD CITY TOWER ★ ATIS UNICOM GND CON CLNC DEL 121.2 119.4 (CTAF) 0 257.8 122.95 125.95 257.8 121.9 257.8 124.05 2049 A 30 MM to SILTE 1068 838 ۸⁹⁴⁵ ALFCU 1062 885 3100 800 849± ARACI SILTE 2.4 NM to RW31 MUTME A 997 1095 (IAF) **7.** 855 SILTÉ 980 (FAF) FIKOS MOLINE MZV ..073° . 1849 (IF/IAF PCITY NM to SABCO SABCO 4 NM 30 MW 10 CT 3300 (IAF) SABCO 590 **ELEV** D 3000 ALECU MUTME MZV TRK TRK 4 NM **PCITY** 235° 165° Holding Pattern **FIKOS** ARACI *LNAV only 2.4 NM to 307 RW31 *1 4 NM to RW31 **RW31** GS 3.00° 2300 **TDZE** *1380 TCH 48 583 -1 NM 2.8 NM 9 NM CATEGORY В C D **^** 804 + 306° to 1031-11/2 I PV DA 448 (500-1%) RW31 LNAV/ DA 1160-2 577 (600-2) VNAV 1080-11/4 1080-11/2 LNAV MDA 1080-1 497 (500-1) 497 (500-11/4) 497 (500-11/2) MIRL Rwy 5-23 1140-11/2 REIL Rwys 13 and 31 1260-2 CIRCLING 1140-1 550 (600-1)

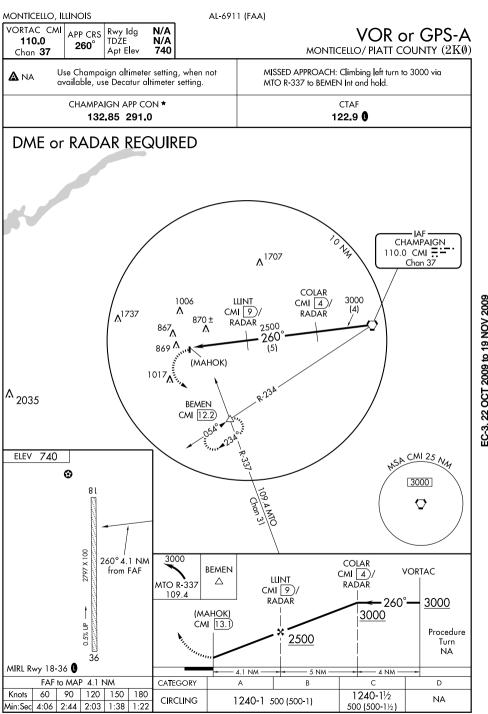


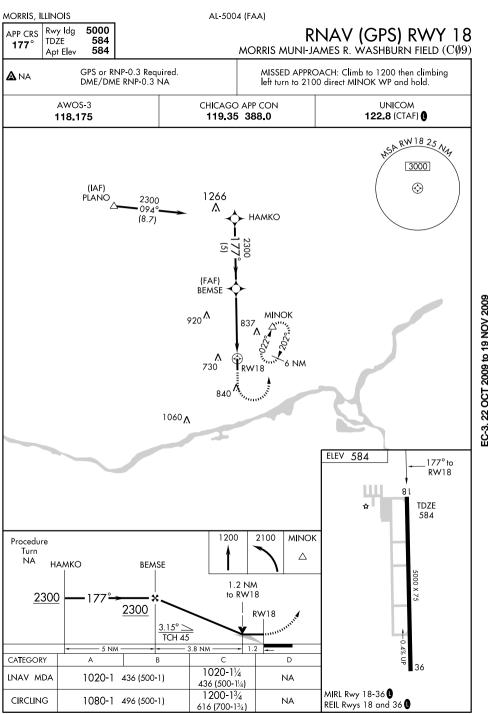


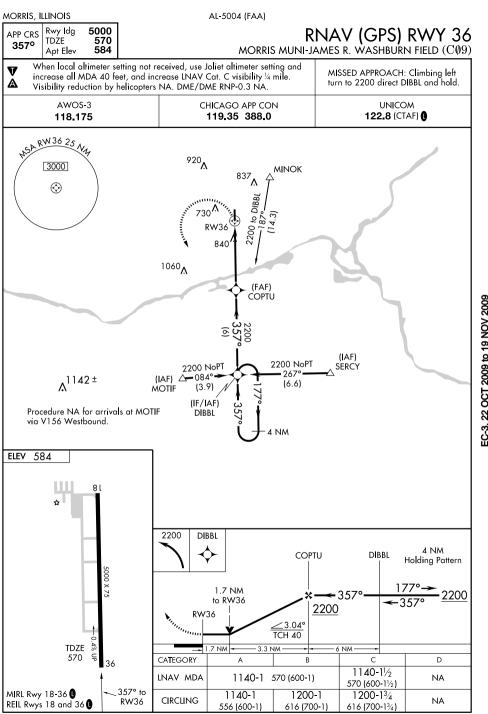


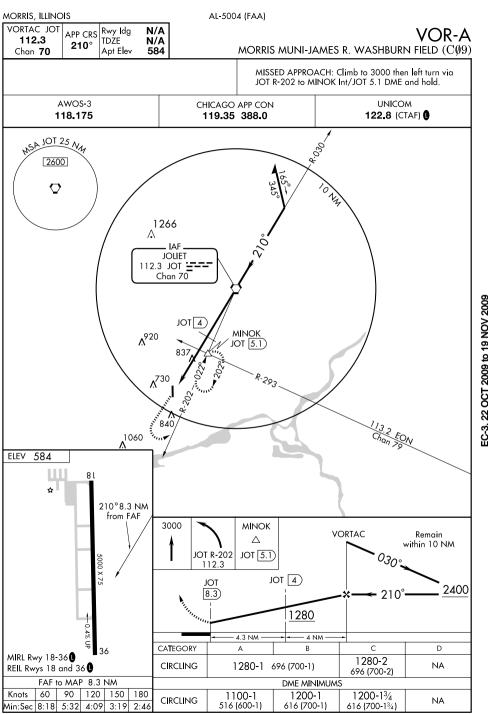


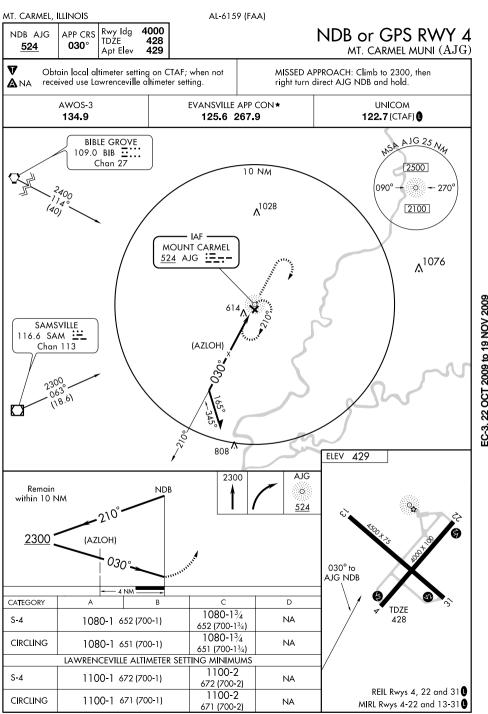


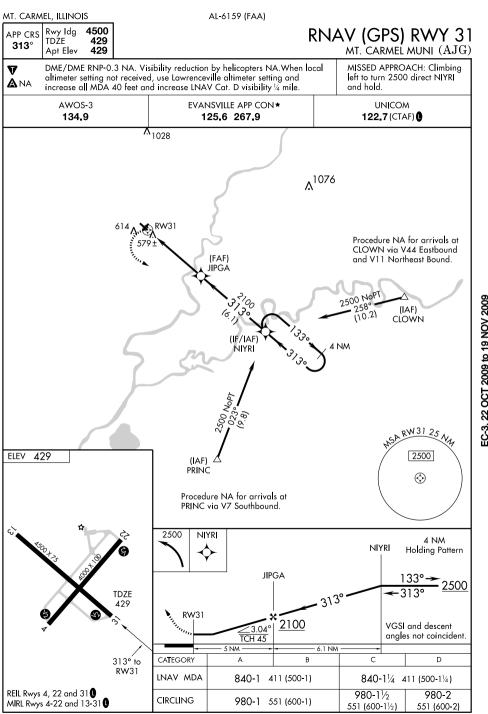


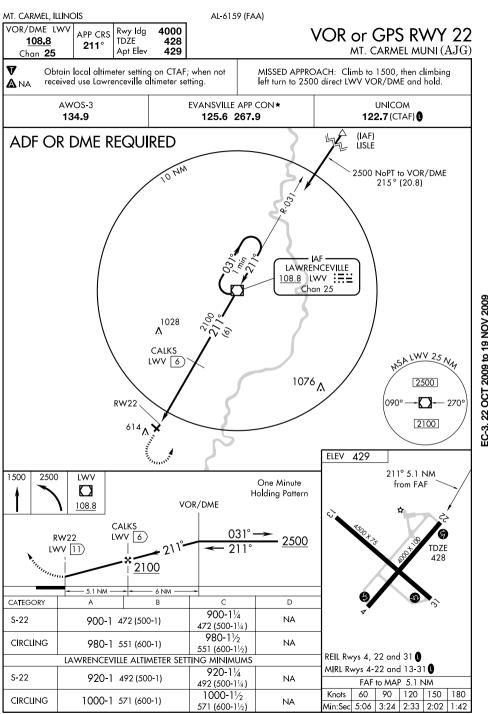


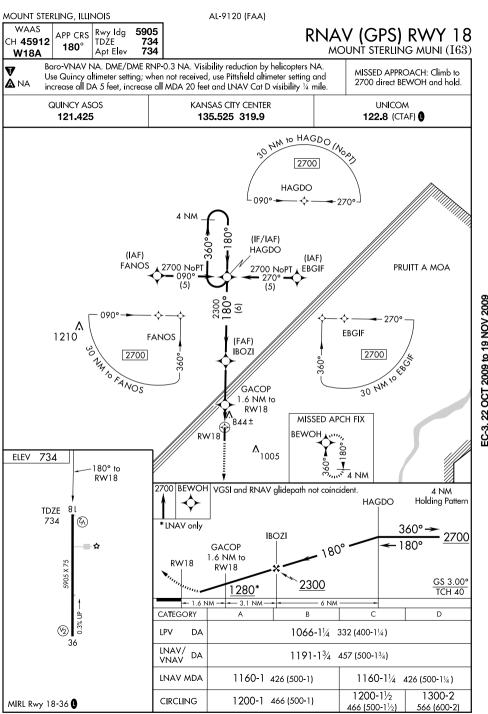


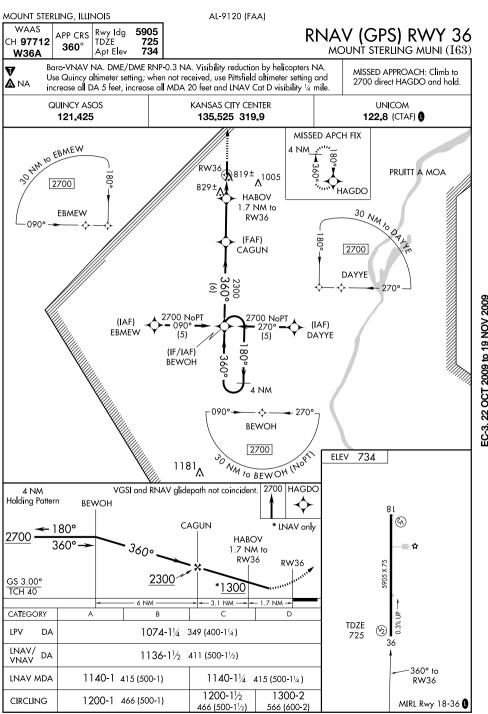


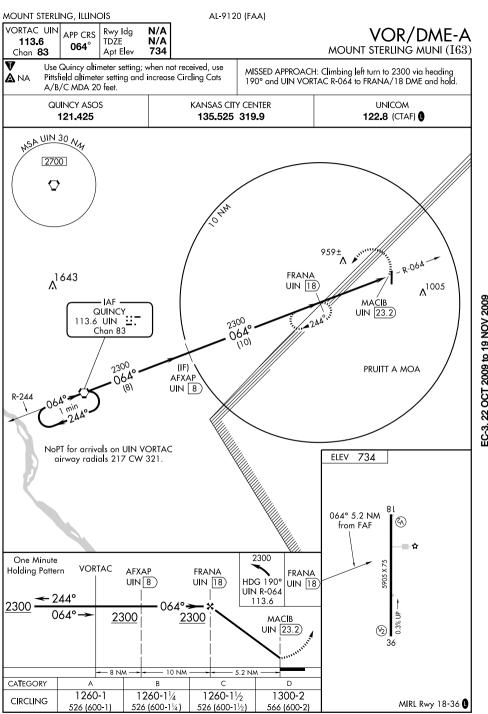


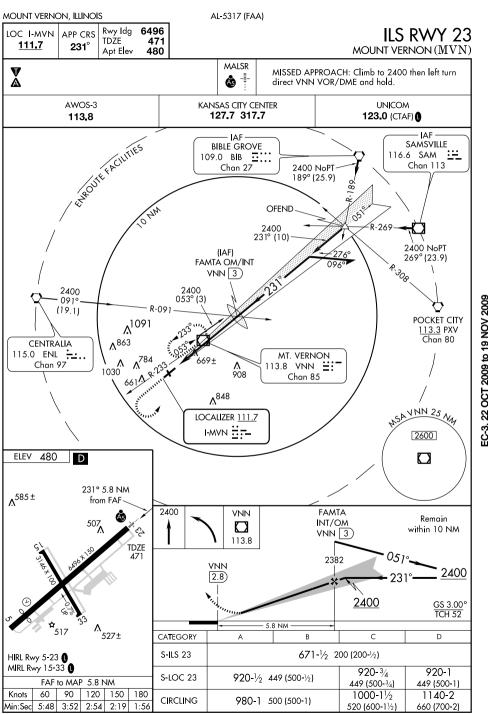


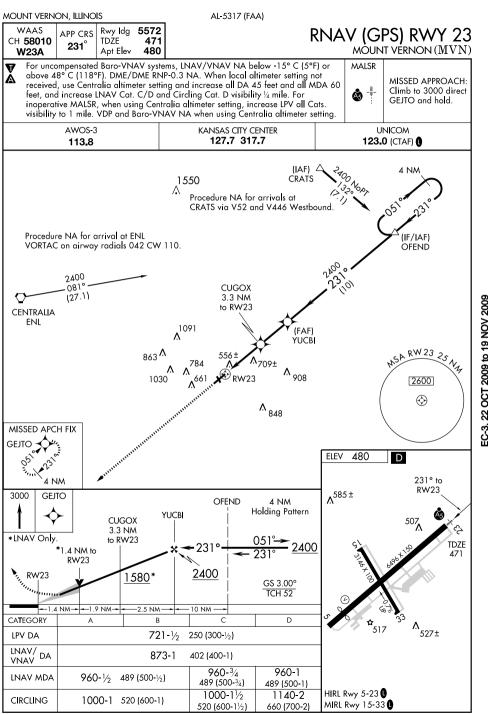


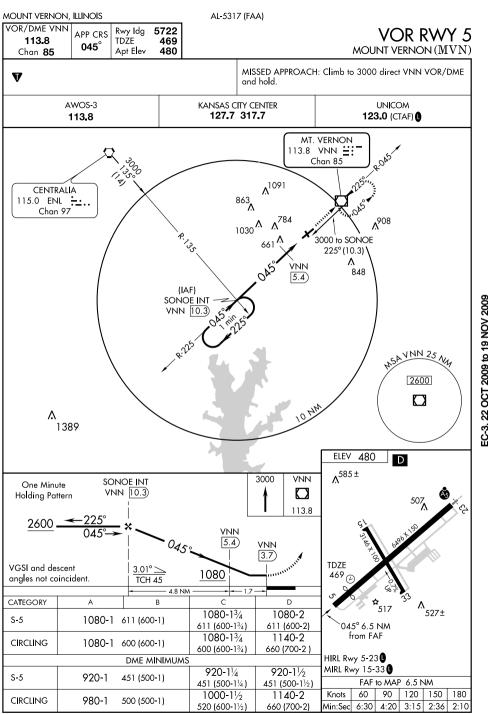


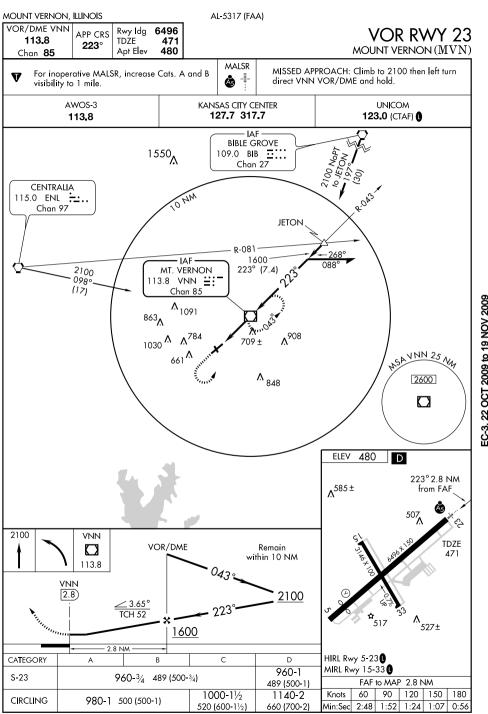


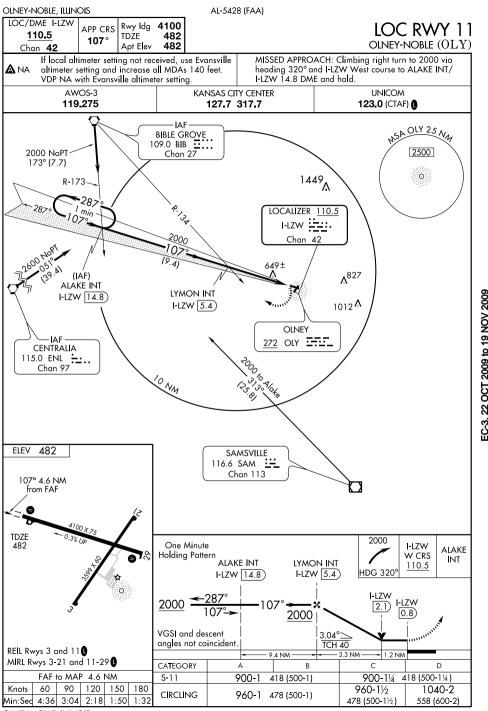


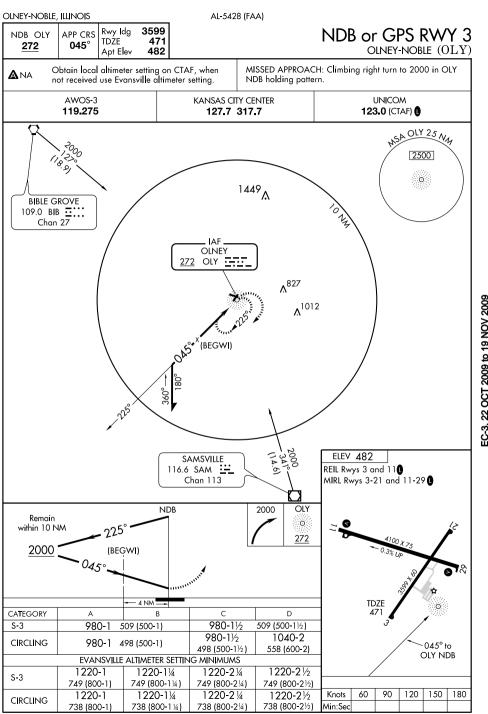


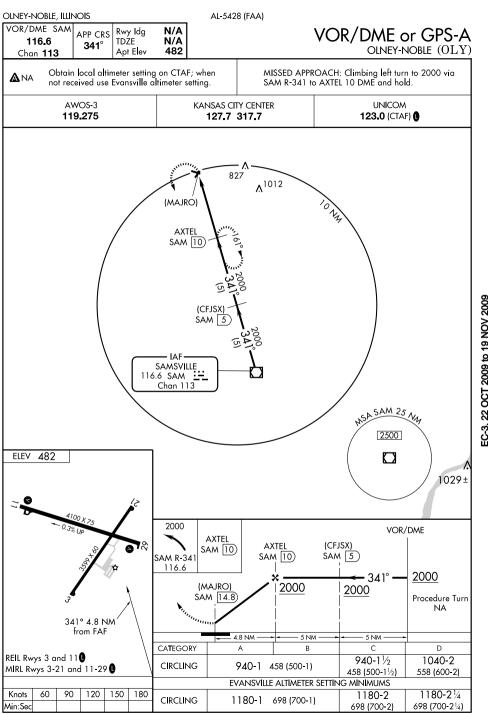


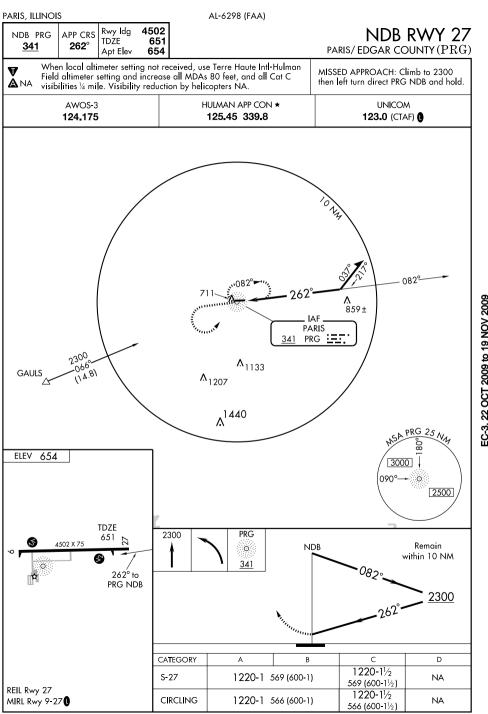


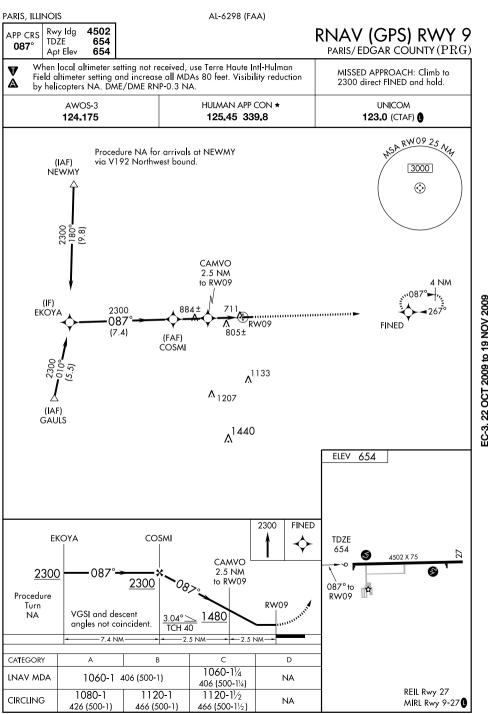


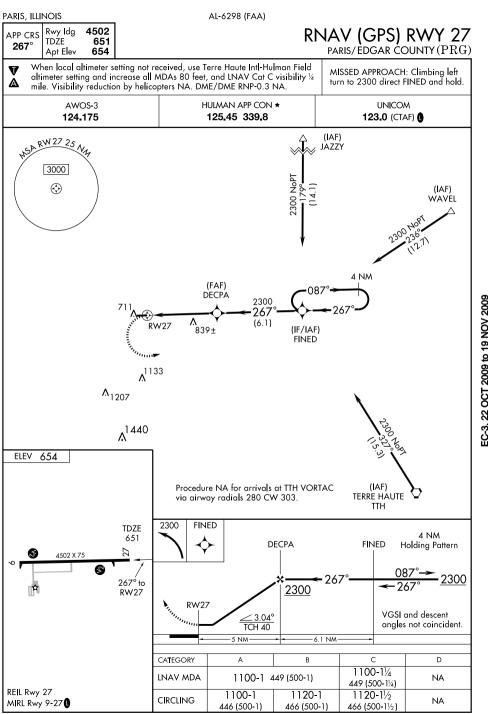


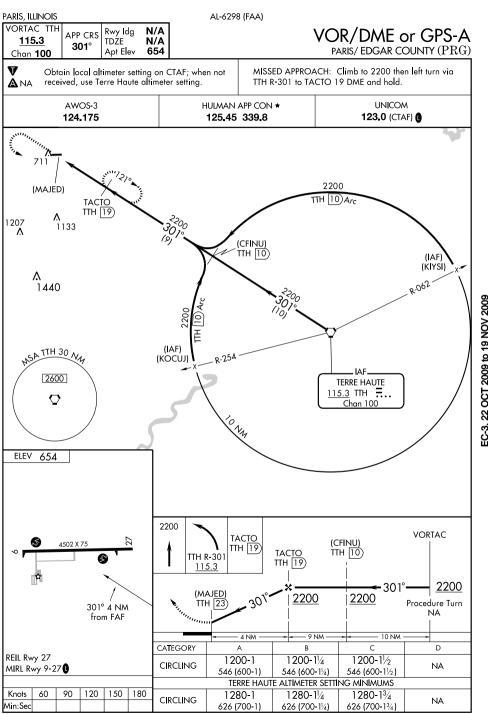


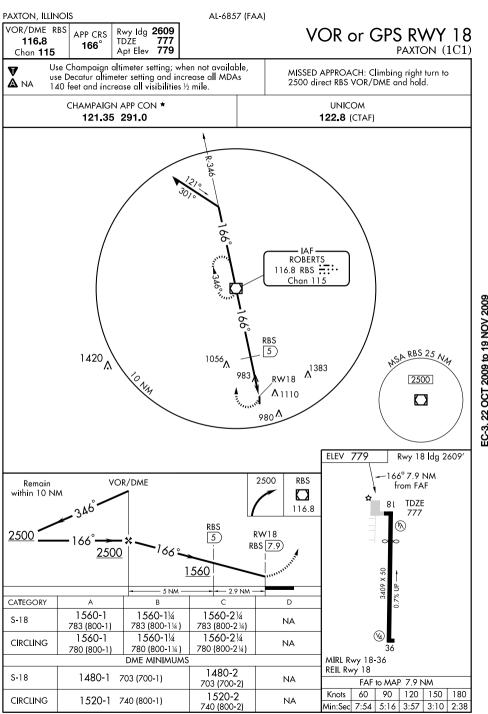


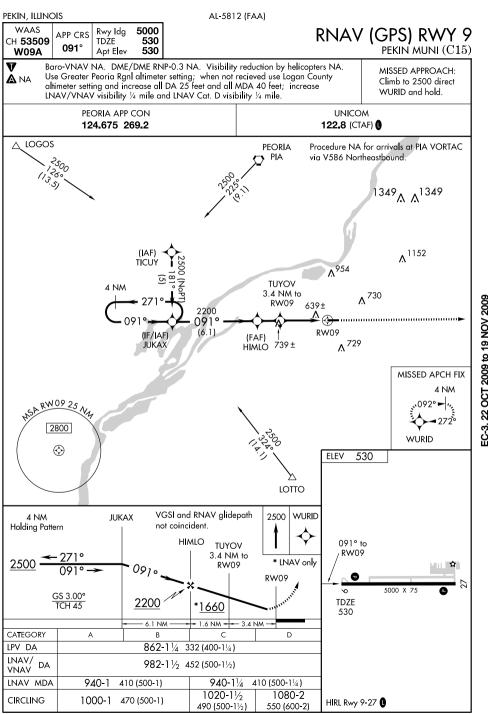


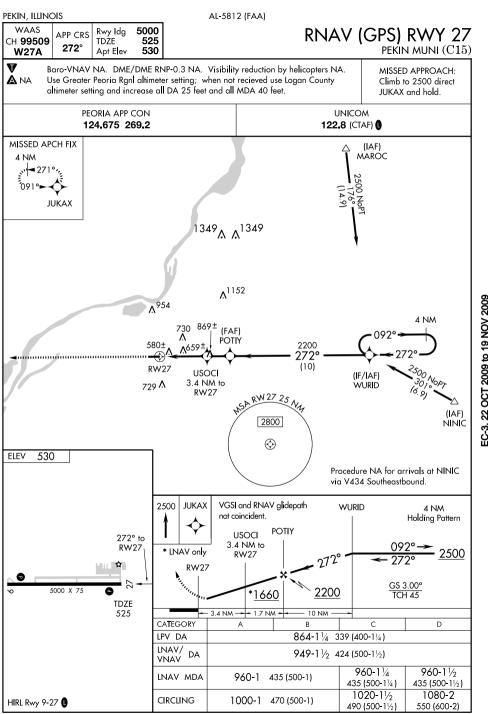


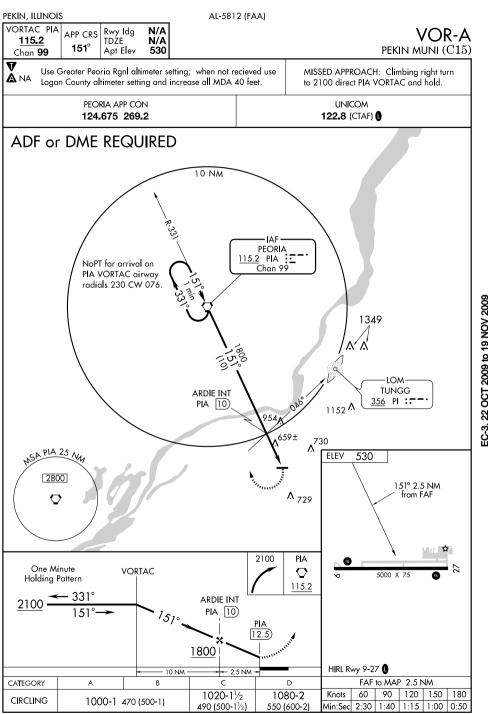


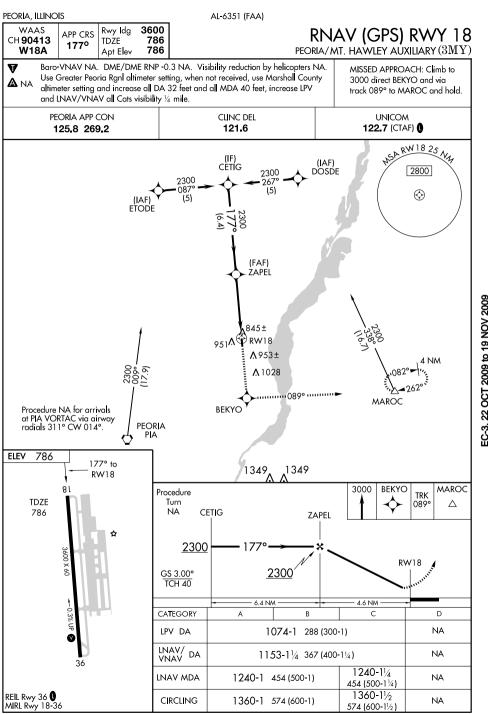


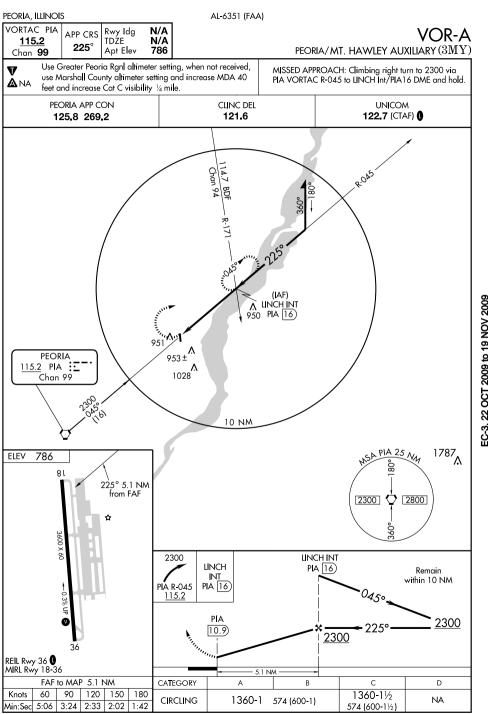


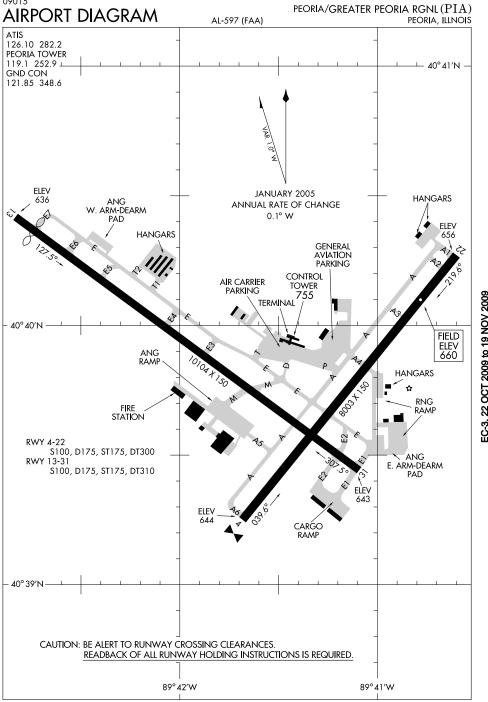


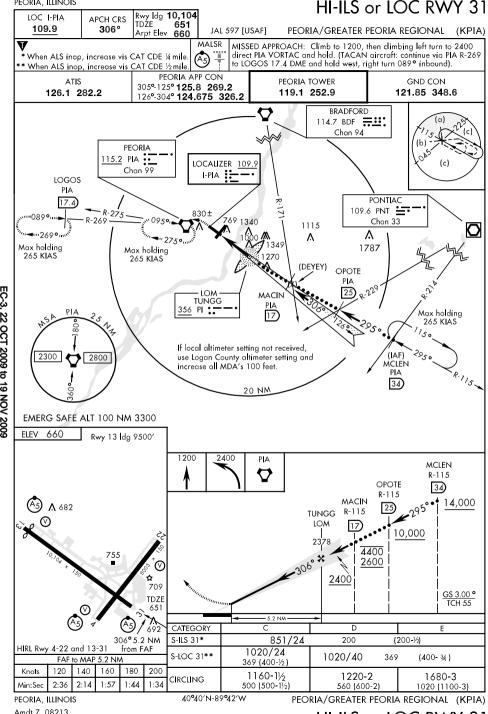


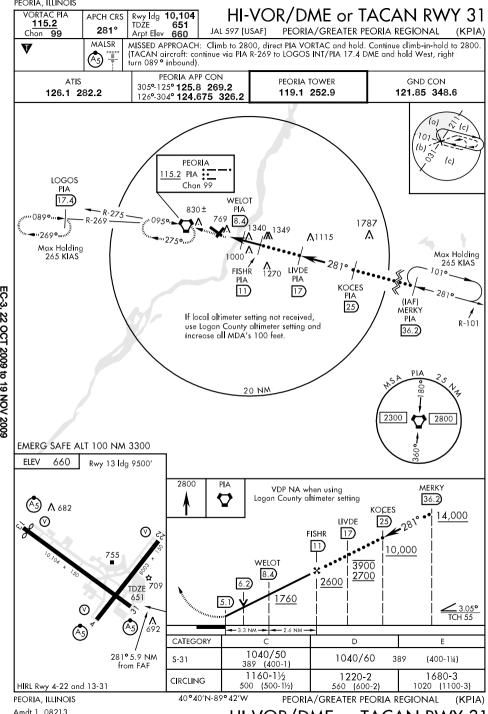


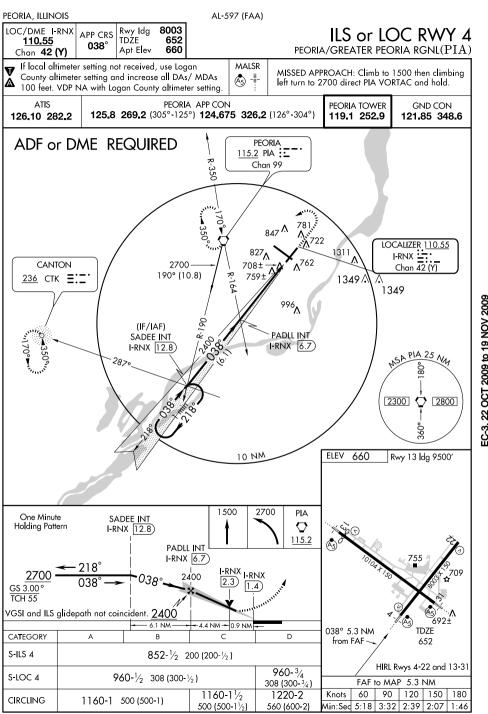


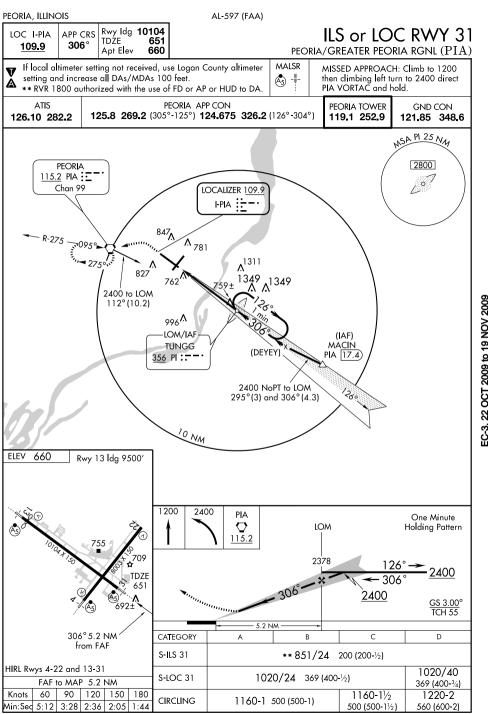


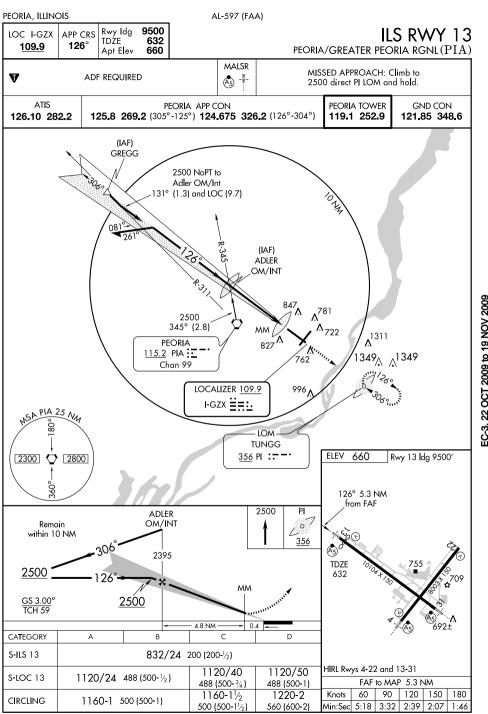


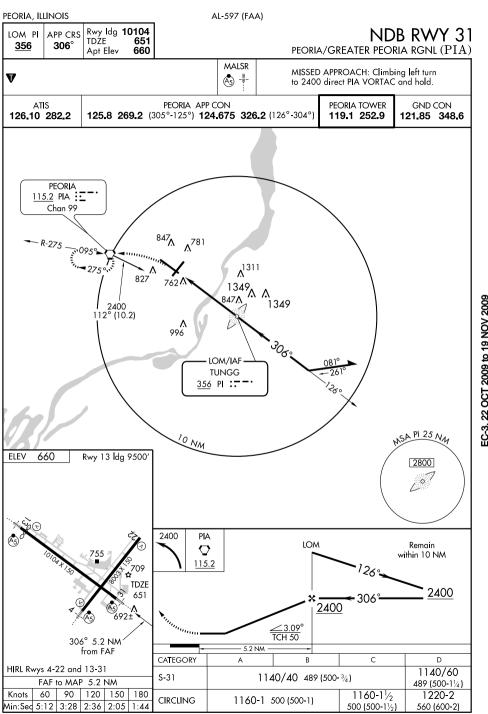




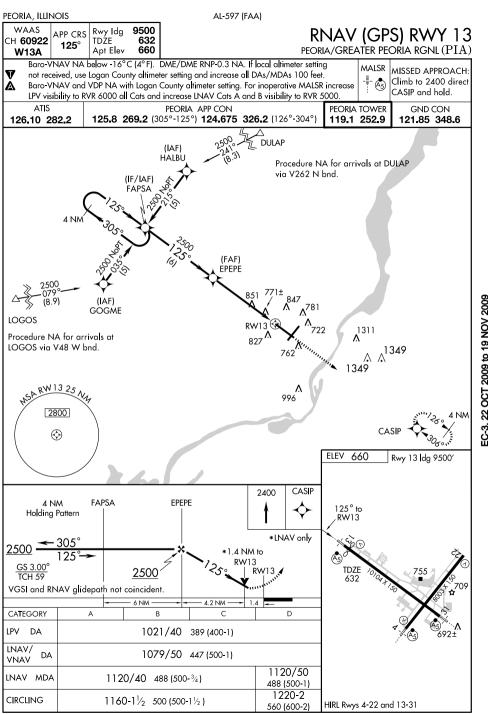




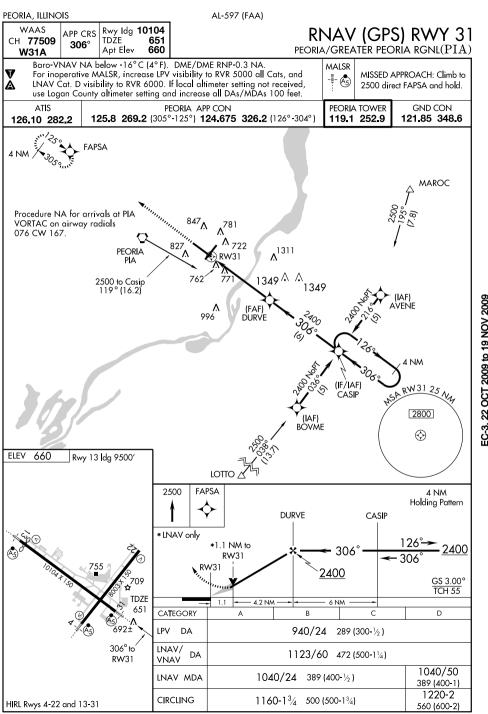


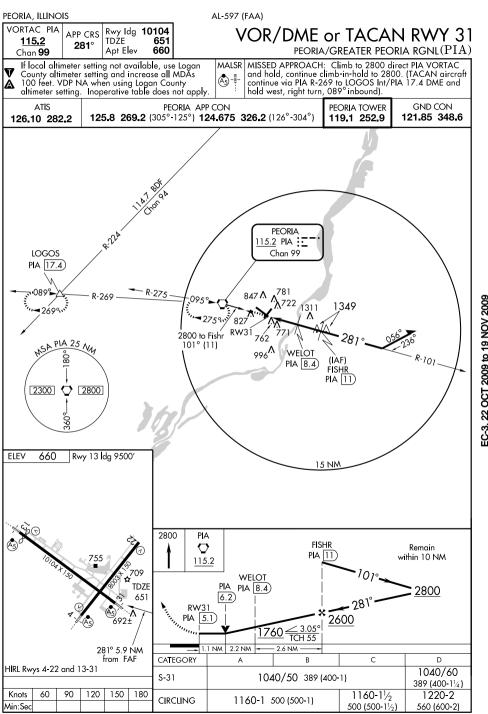


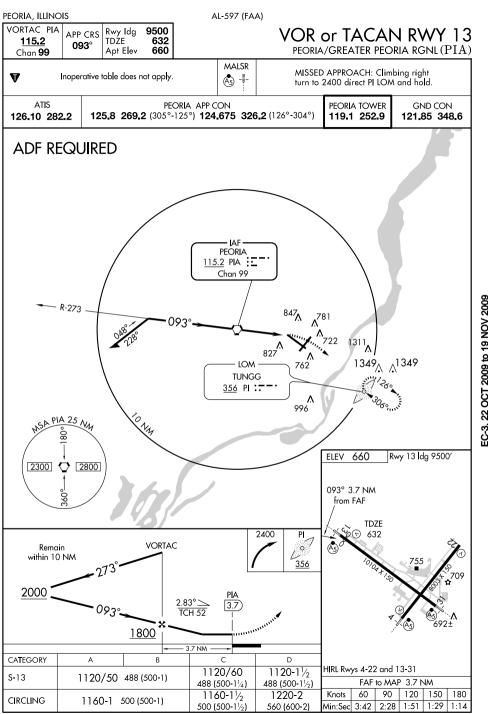
PEORIA, ILLINOIS AL-597 (FAA) WAAS 8003 Rwy Ida RNAV (GPS) RWY 4 APP CRS TDŹE 652 CH 56210 038° PEORIA/GREATER PEORIA RGNL(PIA) 660 Apt Elev W04A For inoperative MALSR, increase LPV all Cats. visibility to 1 mile, and LNAV Cat. D visibility MALSR to 1½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan MISSED APPROACH Δ Climb to 2300 direct County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LPV all Cats. and LNAV Cat. C visibility ½ mile, increase LNAV/VNAV all Cats. visibility ½ mile. WEKAR and hold. PEORIA APP CON PEORIA TOWER ATIS GND CON 125.8 269.2 (305° 125°) 124,675 326,2 (126° 304°) 126.10 282.2 119.1 252.9 121.85 348.6 △ GREGG MISSED APCH FIX Procedure NA for arrivals at PIA VORTAC WEKAR on airway radials 170 CW 230. 847 ^\ PEORIA PIA 827<u>^</u> ۸¹³¹¹ 048± ^762 708± 1349 △ △ RW04 JINUL EC-3 22 OCT 2009 to 19 NOV 2009 to RW04 A996 (IAF) SHRIË (FAF) 2400 ઌ૾ૺ PADLL NSA RW04 25 Ny 6. 2800 (IF/IAF) Procedure NA for arrivals at MCLEN \bigcirc via V9-69 Northeast bound. SADEE 2700 MCLEN 275° CHRSS (28.9) ELEV 660 4 NM 2300 WFKAR SADEE Holding Pattern PADLL JINUL 1.7 NM to *LNAV only **RW04** *1 NM to GS 3.00° RW04 TCH 55 RW04 🕈 VGSI and RNAV alidepath *1220 2400 not coincident. 708 6.1 NM 3.6 NM -- -- 0.7 --**TDZE** CATEGORY Α D 692± 652 926-1/2 LPV DA 274 (300-1/2) LNAV/ DA 1098-1 446 (500-1) VNAV 038° to RW04 1020-1 LNAV MDA 1020-1/2 368 (400-1/2) 368 (400-1) 1160-11/2 1220-2 **CIRCLING** 1160-1 500 (500-1) 500 (500-11/2) HIRL Rwys 4-22 and 13-31 560 (600-2)

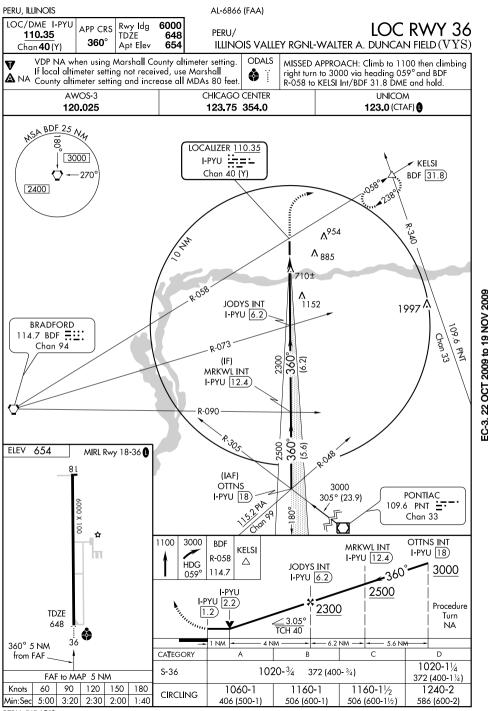


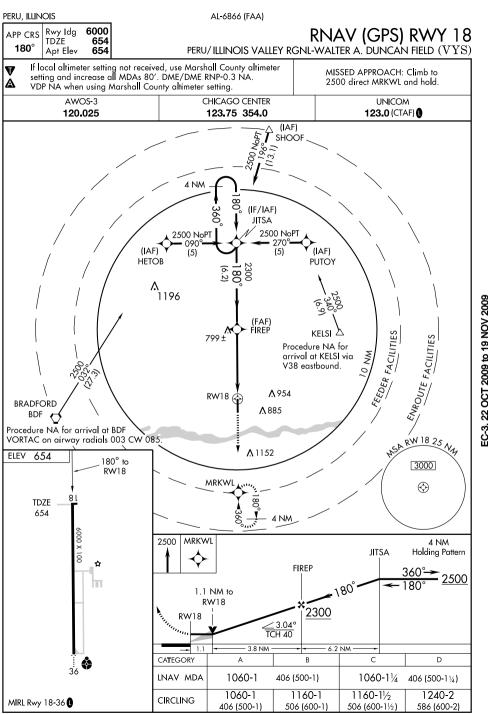
FC-3 22 OCT 2009 to 19 NOV 2009

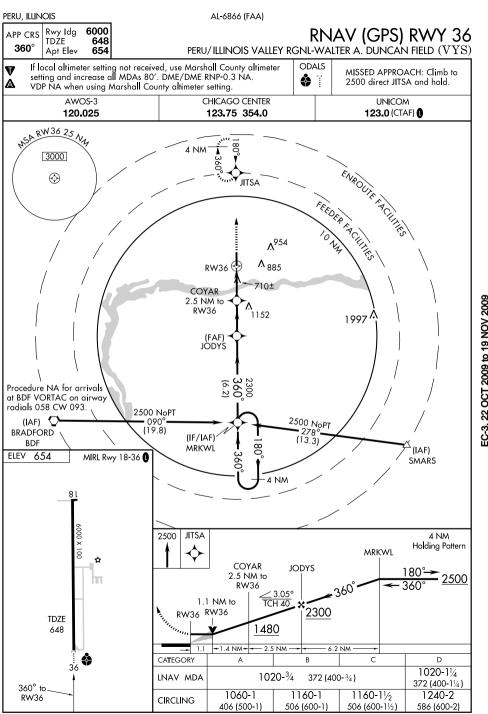


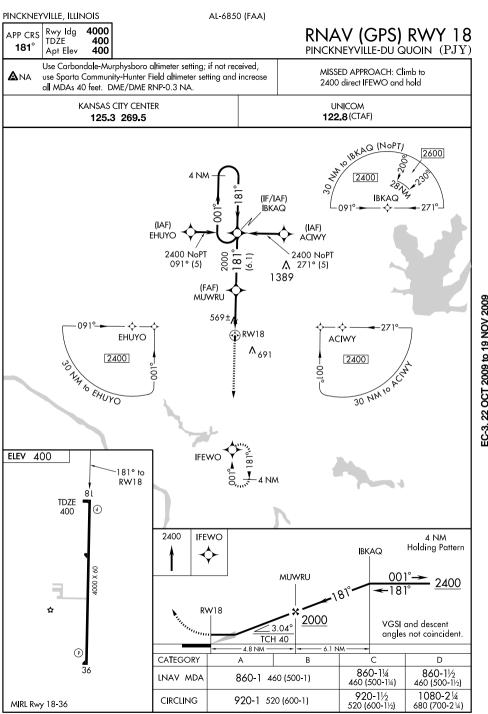


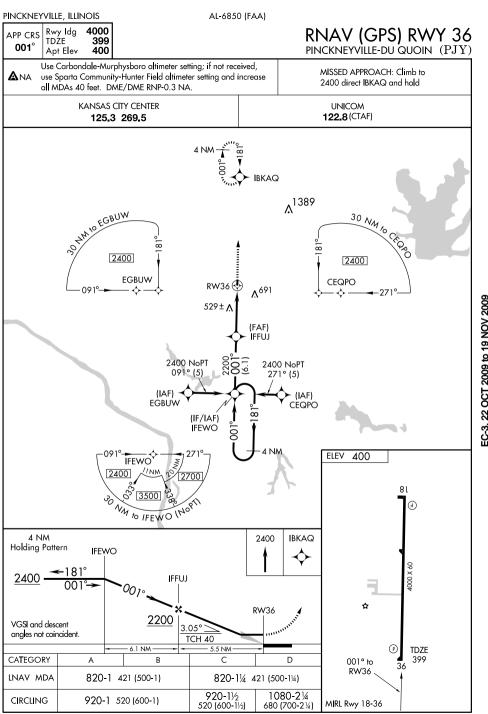


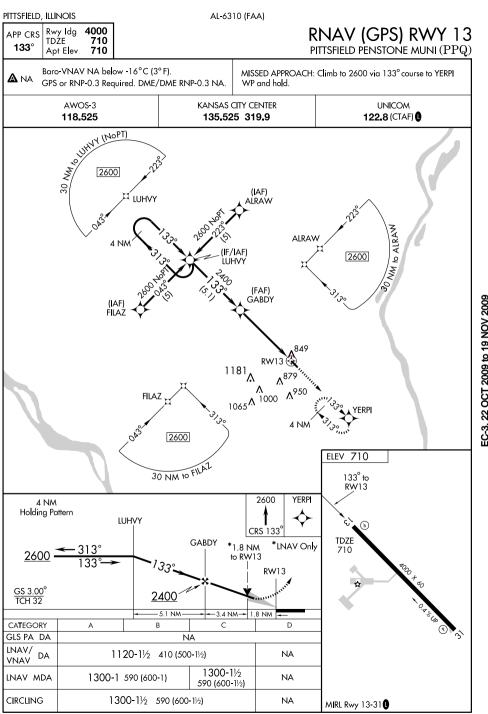


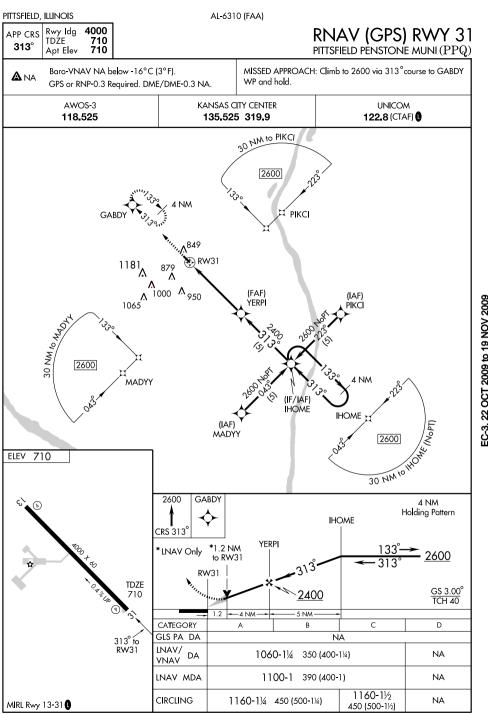


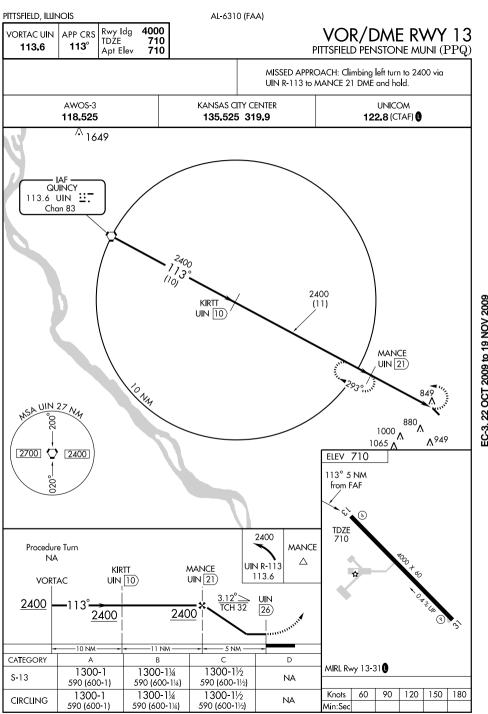


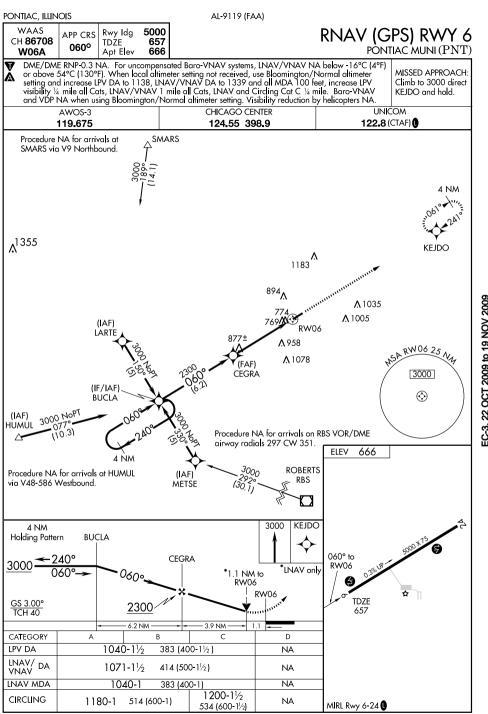




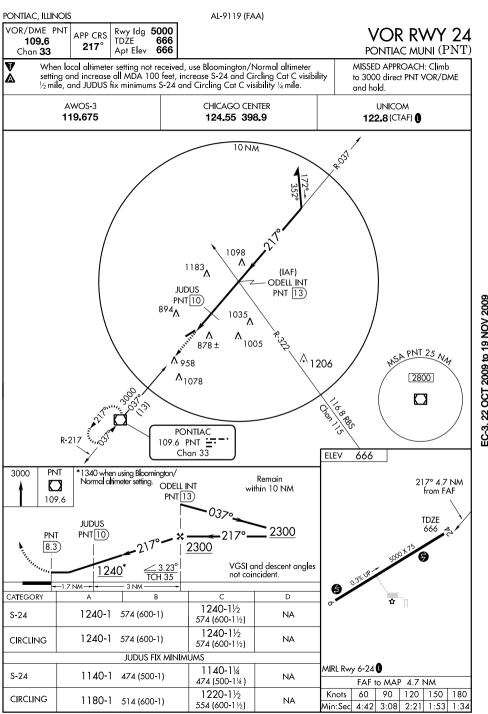


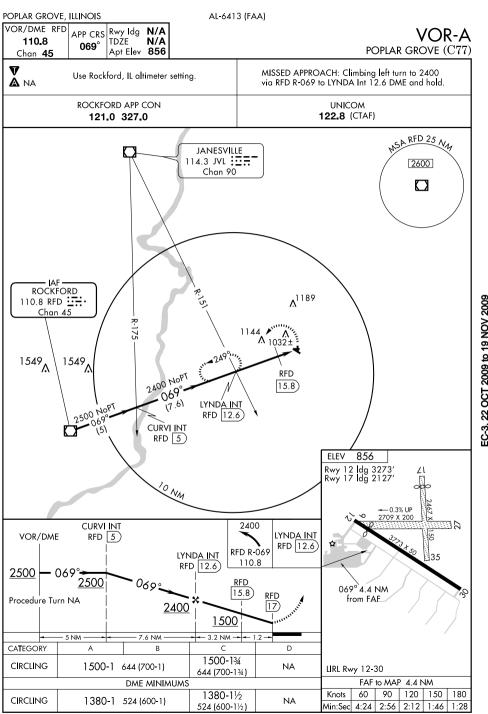


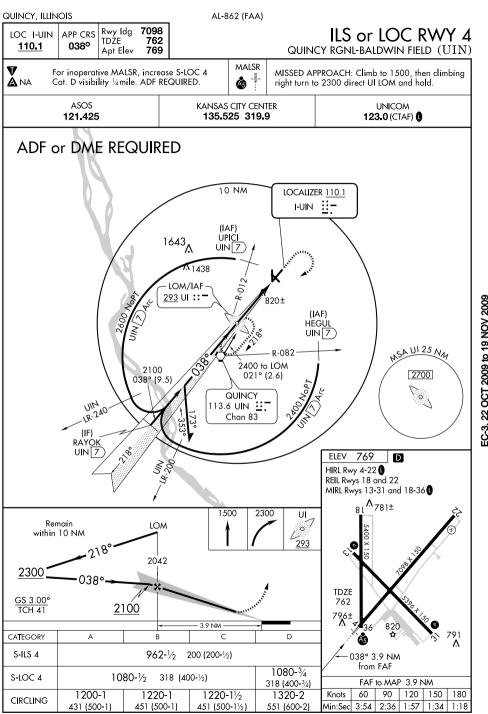


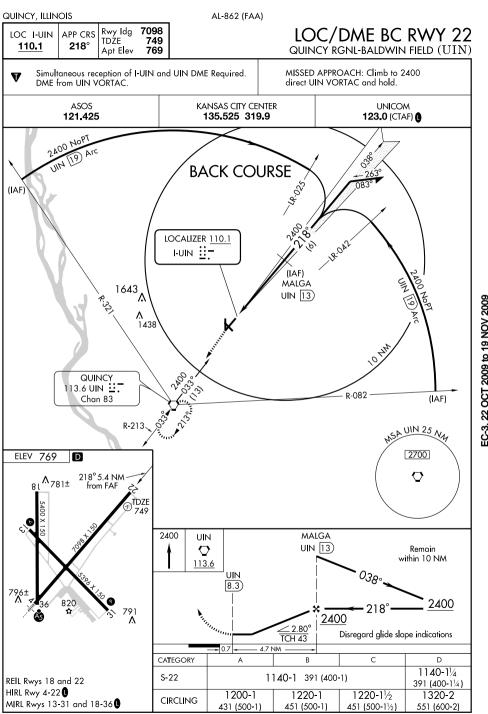


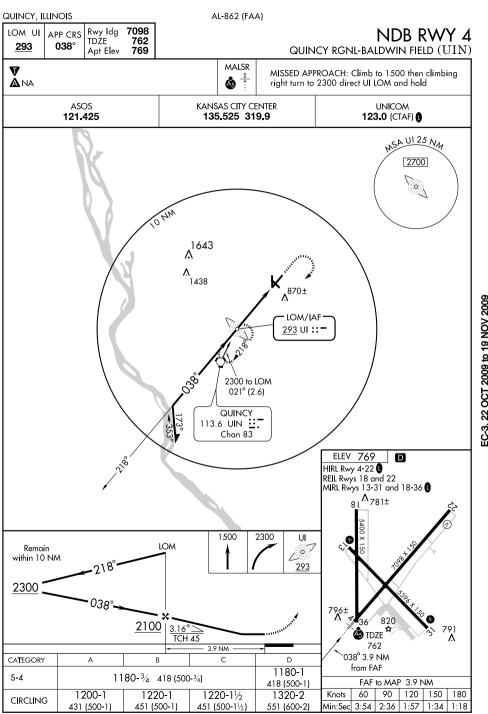
PONTIAC, ILLINOIS AL-9119 (FAA) WAAS RNAV (GPS) RWY 24 Rwy Idg 5000 APP CRS 666 CH 50308 TDŹE 241° PONTIAC MUNI (PNT) Apt Elev 666 W24A DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all DA 98 feet and all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Bloomington/ MISSED APPROACH: A Climb to 3000 direct BUCLA and hold. Normal altimeter setting. AWOS-3 CHICAGO CENTER UNICOM 119,675 124.55 398.9 122.8 (CTAF) (MSA RW 24 25 Ny MOTIF 3000 $\langle \rangle$ (IAF) **USUTE** 4 NM (IF/IAF) KEJDO 1183**^** EC.3 22 OCT 2009 to 19 NOV 2009 71 (FAF) VONEY 894 (IAF) ∧¹⁰³⁵ ۸ ILEBÝ RW24 1005 ^1206 300% 14.110 1078 Procedure NA for arrivals on RBS VOR/DME airway radials 351 CW 006. ROBERTS RBS **BUCLA** ELEV 666 PONTIAC Procedure NA for arrivals at PNT PNT VOR/DME via V227 Southbound. 241° to RW24 4 NM 3000 BUCLA 4 NM **KEJDO** Holding Pattern VONFY **TDZE** 300C 666 *LNAV only *1.6 NM to RW24 RW24 GS 3.00° TCH 35 2300 1.6 NM 3.3 NM 6.3 NM CATEGORY С D LPV DA 250 (300-1) 916-1 NA LNAV/ DA 1139-13/4 473 (500-13/4) NA 1220-11/2 LNAV MDA 1220-1 554 (600-1) NA 554 (600-11/2) 1220-11/2 **CIRCLING** 1220-1 NA 554 (600-1) MIRL Rwy 6-24 (554 (600-11/2)











QUINCY, ILLINOIS AL-862 (FAA) Rwy Idg 7098 WAAS APP CRS RNAV (GPS) RWY 4 CH 53510 TDŹE 760 0380 QUINCY RGNL-BALDWIN FIELD (UIN) Apt Elev 769 W04A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR increase MALSR MISSED APPROACH: LNAV Cat. D visibility to 11/4 miles. When local altimeter setting not received, use Climb to 2400 direct Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase FANUT and hold LNAV/VNAV visibility all Cats. ¼ mile and LNAV Cat. C¼ mile. For inoperative MALSR when using Pittsfield altimeter setting, increase LPV visibility all Cats. to 1 mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting. ASOS KANSAS CITY CENTER UNICOM 121.425 123.0 (CTAF) 0 135,525 319,9 MISSED APCH FIX HOWARD 4 NM WEST MOA HOWARD EAST MOA 1643 30 NM to WETIN FANUT 1438 A RW04 2700 (FAF) WETIN WUSIS EC-3 22 OCT 2009 to 19 NOV 2009 2,00 TW to UKUCL (IAF) 2700 WETIN PRUITT A II UKUCU (IF/IAF) MOA JISNA 30 ZZZZ LA (NOPT) (IAF) UKUCU 769 **ELEV** D 2400 **FANUT** Λ_{781±} 4 NM Holdina Pattern JISNA *LNAV only. WUSIS 2700 0კ_გ。 *1.1 NM to RW04 RW04 4 GS 3.00° 2100 796± TCH 41 820 6.2 NM 2.9 NM CATEGORY D Α I.PV DA 200 (200-1/2) TDZE 960-1/2 760 LNAV/ DA $1139-\frac{3}{4}$ 379 (400-34) 038° to VNAV RW04 1160-1 LNAV MDA 1160-1/2 400 (400-1/2) REIL Rwys 18 and 22 400 (400-1) HIRL Rwy 4-22 0 1180-1 1220-1 1220-11/2 1320-2 CIRCLING MIRL Rwys 13-31 and 18-36 411 (500-1) 451 (500-1) 451 (500-11/2) 551 (600-2)

QUINCY, ILLINOIS AL-862 (FAA) Rwy Idg 5123 WAAS APP CRS RNAV (GPS) RWY 13 CH 65910 TDŹE 767 1330 QUINCY RGNL-BALDWIN FIELD (UIN) Apt Elev 769 W13A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use MISSED APPROACH: Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and Climb to 2700 direct LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and UYAPI and hold. Baro-VNAV NA when using Pittsfield altimeter setting. **ASOS** KANSAS CITY CENTER UNICOM 121.425 123,0 (CTAF) 0 135.525 319.9 MO TANSE (MOPT) 2700 JUVLI HOWARD WEST MOA JUVII HOWARD FAST MOA EC-3 22 OCT 2009 to 19 NOV 2009 MISSED APCH FIX (FAF) (IF/IAF) 4 NM BIPZE TAVSE (IAF) zógós zogos 1643 YIPUS 2.5 NM to ₁₄₃₈ ∧ 2700 RW13 PRUITT A RW13 30 NM to ZOGOS MOA 769 **ELEV** D UYAPI 2700 VGSI and RNAV glidepath 4 NM not coincident. **TAVSE** 133° to Holding Pattern RW13 ₈₁ ۸_{781±} BIPZE **YIPUS** * LNAV only 2.5 NM to RW13 *1 NM to RW13 RW13 TDZE 767 2400 GS 3.00° *1600 TCH 45 869± 6.2 NM 2.4 NM 1.5 NM 1 NM CATEGORY Α В 820 LPV DA 1116-11/4 349 (400-11/4) LNAV/ DA 1139-11/4 372 (400-11/4) VNAV 1120-11/4 LNAV MDA 1120-1 353 (400-1) REIL Rwys 18 and 22 353 (400-11/4) HIRL Rwy 4-22 0 1180-1 1220-1 1220-11/2 1320-2 CIRCLING MIRL Rwys 13-31 and 18-36 411 (500-1) 451 (500-1) 451 (500-11/2) 551 (600-2)

QUINCY, ILLINOIS AL-862 (FAA) Rwy Idg 5400 WAAS RNAV (GPS) RWY 18 APP CRS CH 56510 TDŹE 760 1770 QUINCY RGNL-BALDWIN FIELD (UIN) 769 W18A Apt Elev Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield MISSED APPROACH: Climb to 2700 direct A altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and HOSNO and hold. LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cats. C, D ¼ mile. VDP NA when using Pittsfield altimeter setting. ASOS KANSAS CITY CENTER UNICOM 121.425 135.525 319.9 123.0 (CTAF) 0 NO NAM TO JUPIM (NOP) HOWARD WEST HOWARD EAST MOA 2700 MOA 4 NM (IF/IAF) JUPIM JUPIM -267° YIPTU 087 (IAF) 2700 NoPT **ÝIPTÚ** 2700 NoPT 30 MM 10 TRES 2700 -087 267 WIKUP (5) (5) 087° EC-3 22 OCT 2009 to 19 NOV 2009 WIKUP 2700 NA 10 WIKUP (FAF) ZIDLİ JUXAK 2.5 NM 1643 to RW18 MISSED APCH FIX RW18 ۸ ₁₄₃₈ HOSNO PRUITT A MOA 769 **ELEV** .177° to 2700 HOSNO ^859+ RW18 4 NM TDZE 8'L Holding Pattern JUPIM Λ_{781±} 760 * LNAV only ZIDLI 869 **JUXAK** 2.5 NM to RW18 *1 NM to RW18 **RW18** 2400 GS 3.00° *1600 TCH 45 6.2 NM-2.5 NM -+1.5 NM + 1 NM 796± Λ CATEGORY В 820 791 LPV DA 1115-11/4 355 (400-11/4) LNAV/ DA 1129-11/4 369 (400-11/4) VNAV 1120-11/4 LNAV MDA 1120-1 360 (400-1) HIRL Rwy 4-22 0 360 (400-11/4) REIL Rwys 18 and 22 1220-1 1220-11/2 1320-2 1180-1 CIRCLING 451 (500-1) MIRL Rwys 13-31 and 18-36 411 (500-1) 551 (600-2) 451 (500-11/2)

QUINCY, ILLINOIS AL-862 (FAA) Rwy Idg 7098 WAAS RNAV (GPS) RWY 22 APP CRS CH 45705 TDŹE 749 218° QUINCY RGNL-BALDWIN FIELD (UIN) Apt Elev 768 W22A Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C MISSED APPROACH: Climb to 2400 V (116° F). DME/DME RNP-0.3 NA. VDP NA when using Pittsfield altimeter direct ASIPE and via 212° track to setting. If local altimeter setting not received, use Pittsfield altimeter setting UIN VORTAC and hold. and increase all DAs 70 feet and all MDAs 80 feet. ASOS KANSAS CITY CENTER UNICOM 121,425 135.525 319.9 123.0 (CTAF) 0 (20) COBOD (IF/FAF) **FANUT** HOWARD WEST MOA **HOWARD EAST** MOA (FAF) (IAF) LASS ALUGE 959± A EC-3 22 OCT 2009 to 19 NOV 2009 1643 ₁₄₃₈ Λ NSA RW 22 25 Ny ASIPE 2700 **(** Procedure NA for arrivals at QUNICY VORTAC via PRUITT A V50 Westbound. QUINCY MOA UIN **ELEV** 768 D 4 NM 218° to 2400 ASIPE UIN RW22 212° Λ_{781±} TRK TDZE 4 NM Holding Pattern 749 **FANUT** LASSI * LNAV only *1.1 NM to RW22 RW22 2400 GS 3.00° TCH 43 3.9 NM 7 NM 820 CATEGORY B D 791 LPV DA 999-1 250 (300-1) LNAV/ DA 1161-1/2 412 (400-1/2) VNAV 1140-11/4 LNAV MDA 1140-1 391(400-1) REIL Rwys 18 and 22 391 (400-11/4) HIRL Rwy 4-22 0 1200-1 1220-1 1220-11/2 1320-2 CIRCLING MIRL Rwys 13-31 and 18-36 432 (500-1) 452 (500-1) 452 (500-11/2) 552 (600-2)

WAAS

CH 61210 QUINCY RGNL-BALDWIN FIELD (UIN) Apt Elev 769 W31A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local MISSED APPROACH: altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all Climb to 2700 direct MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. 1/4 mile. Increase LNAV visibility TAVSE and hold Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting. **ASOS** KANSAS CITY CENTER UNICOM 121.425 123,0 (CTAF) 0 135.525 319.9 1. Variation of the state of th **HOWARD** HOWARD FAST WEST MOA MOA Λ₁₄₃₈ 30 MM to WEKIK **₹** 879± MISSED APCH FIX RW31 870± (FAF) 2700 WIRUG BIVEW 2.5 NM to RW31 WEKIK PRUITT A . WEKİK MOA J NM to ZIMO (IF/IAF) UYAPI 2700 30 MW 10 MAR OF JAN 10 OF ZIMOK 11 4 NM စ္က (IAF) ZÌMOK **ELEV** 769 D 2700 **TAVSE** 4 NM Λ_{781±} Holding Pattern UYAPI BIVEW WIRUG * LNAV only 2.5 NM to RW31 *1 NM to **RW31** RW31 2400 GS 3.00° 1600 TCH 40 TDZE 769 1 NM 1.5 NM 2.4 NM 6.2 NM 820 CATEGORY В C D 791 LPV DA 1057-1 288 (300-1) LNAV/

DA

VNAV

LNAV MDA

CIRCLING

313° fo RW31

REIL Rwys 18 and 22

MIRL Rwys 13-31 and 18-36

HIRL Rwy 4-22 0

1168-11/2

1220-1

451 (500-1)

371 (400-1)

1140-1

1180-1

411 (500-1)

399 (400-11/2)

1220-11/2

451 (500-11/2)

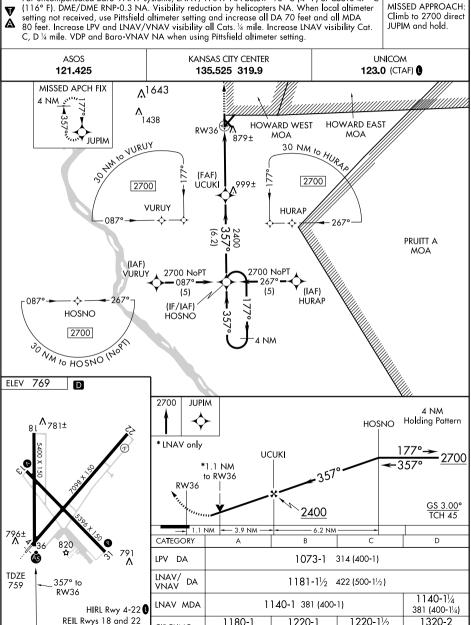
1140-11/4

371 (400-11/4)

1320-2

551 (600-2)

EC-3 22 OCT 2009 to 19 NOV 2009



1180-1

411 (500-1)

CIRCLING

MIRL Rwys 13-31 and 18-36 0

1220-1

451 (500-1)

EC-3 22 OCT 2009 to 19 NOV 2009

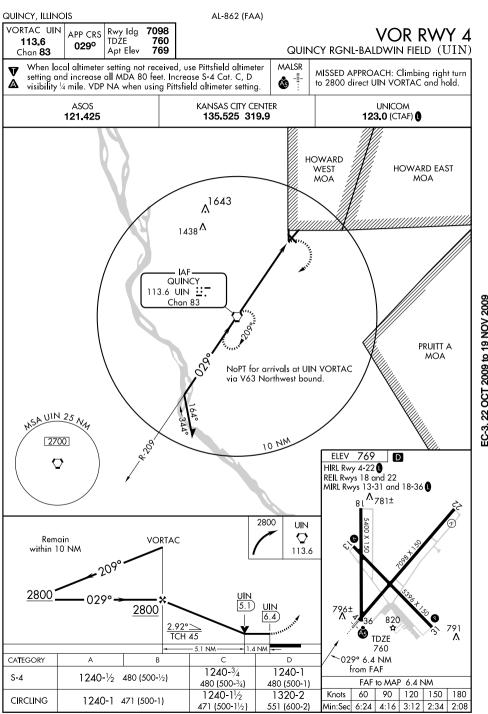
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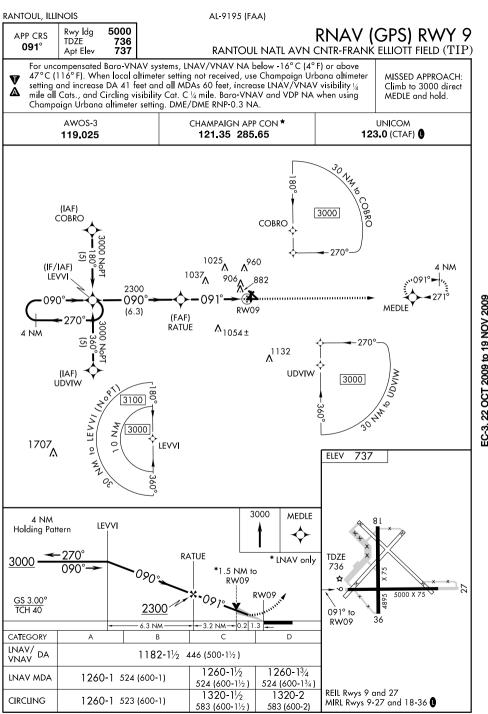
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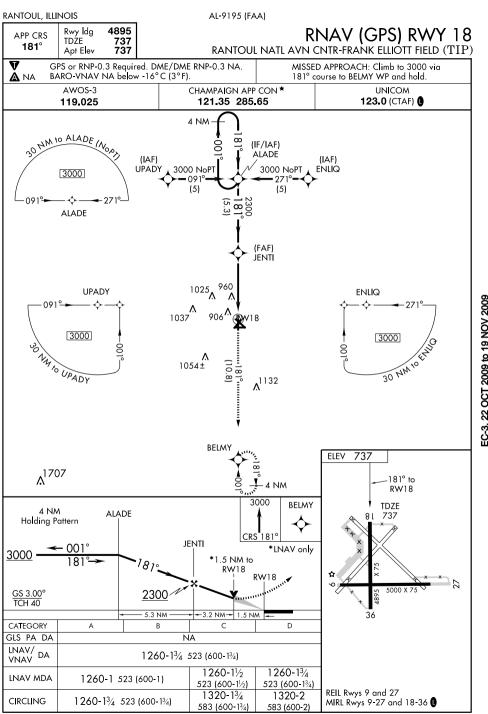
1320-2

551 (600-2)

QUINCY, ILLINOIS AL-862 (FAA) VORTAC UIN 7098 Rwy Idg VOR/DME RWY 22 APP CRS 113.6 TDŹE 749 211° QUINCY RGNL-BALDWIN FIELD (UJIN) Apt Elev 768 Chan 83 VDP NA when using Pittsfield altimeter setting. V MISSED APPROACH: Climb to 2400 If local altimeter setting not received, use Pittsfield A direct UIN VORTAC and hold. altimeter setting and increase all MDAs 80 feet. ASOS KANSAS CITY CENTER UNICOM 121.425 123.0 (CTAF) 0 135.525 319.9 MSA UIN 25 NA 2700 HOWARD WEST MOA (IAF) CATSY UIN 12.6 969±1 **HOWARD EAST** MOA 874 FC-3 22 OCT 2009 to 19 NOV 2009 1643 1438 / QUINCY 113.6 UIN 😐 Chan 83 PRUITT A MOA ELEV 768 D 211° 5 NM-81 A 781± from FAF TDZE 749 2400 UIN **CATSY** Remain \Diamond UIN 12.6 within 10 NM 113.6 UIN 8.7 796± **Λ** 2400 UIN 820 \$ 7.6 2400 <u>∠3.04</u>° TCH 43 3.9 NM CATEGORY C D Α В 1140-11/4 1140-1 S-22 391 (400-1) REIL Rwys 18 and 22 391 (400-11/4) HIRL Rwy 4-22 0 1200-1 1220-11/2 1320-2 1220-1 **CIRCLING** MIRL Rwys 13-31 and 18-36 **(** 432 (500-1) <u>452 (500-</u>1) 452 (500-11/2) 552 (600-2)

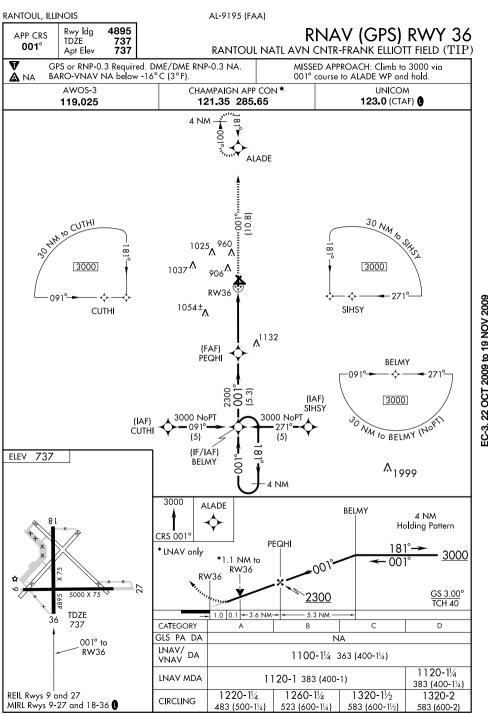


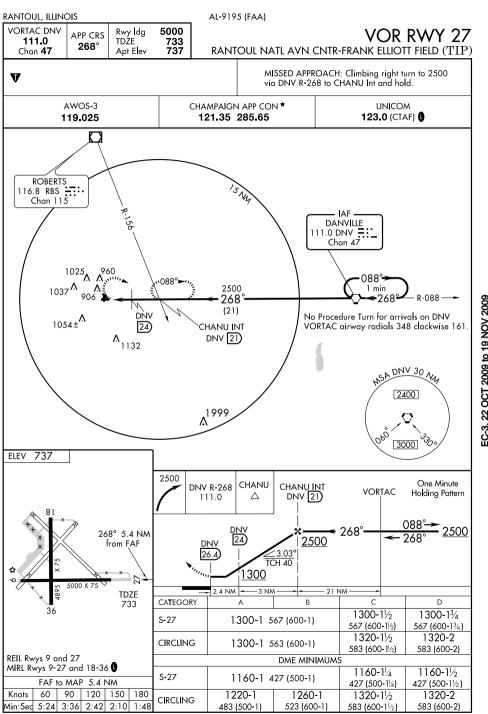


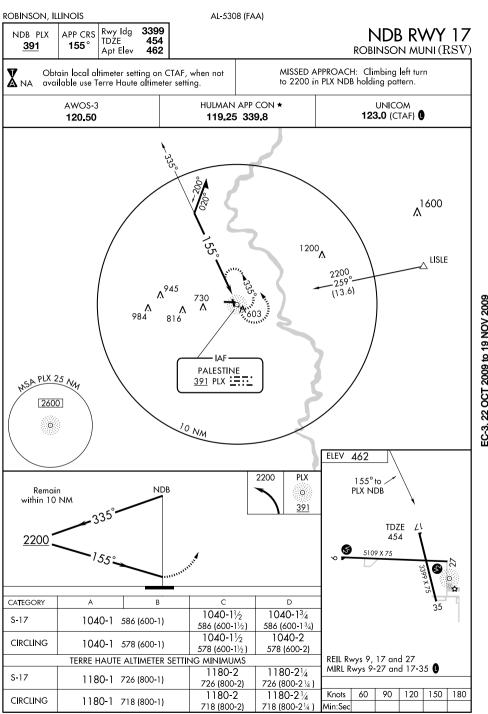


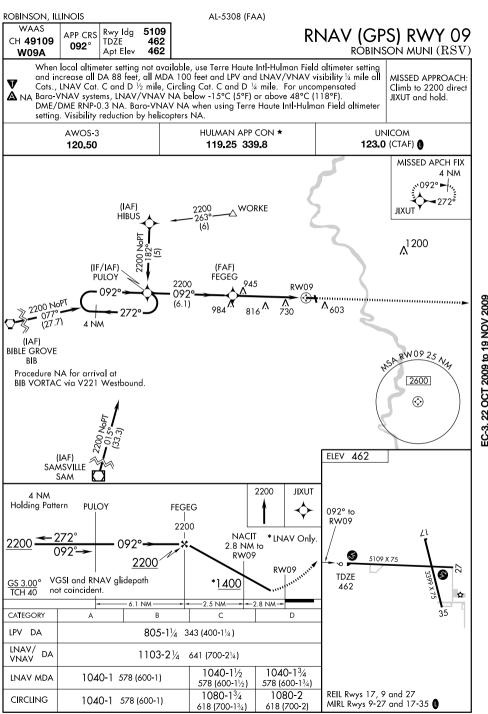
RANTOUL, ILLINOIS AL-9195 (FAA) 5000 Rwy ldg RNAV (GPS) RWY 27 APP CRS TDŹE 733 737 271° RANTOUL NATL AVN CNTR-FRANK ELLIÓTT FIELD (TTP) Apt Elev For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase visibilities LNAV/VNAV ¼ mile all Cats., LNAV Cat. D ¼ mile, and Circling Cat. C ¼ mile. Baro-VNAV and VDP NA MISSED APPROACH: 77 Climb to 3000 direct Α LEVVI and hold. when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA. AWOS-3 CHAMPAIGN APP CON * UNICOM 121.35 285.65 123.0 (CTAF) 0 119.025 (IAF) 3000 ŻUNŔI ZUNRI (5 8 1025**^ ∧**960 4 NM 1037 2300 LEVVI (6.3)RW27 (FAF) ۸^{1054±} (IF/IAF) WIMŻY MEDLE 4 NM 5 **∧**¹¹³² (IAF) WUYPA 30 VM to MEDLE (NOO) 30 NM 10 WUXRY WUYPA 3000 3000 MEDLE ELEV 737 1999 3000 **LEVVI** 81 4 NM MEDLE Holding Pattern WIMZY **TDZE** * LNAV only 3000 733 *1.5 NM to **RW27** 5000 X 75 **RW27** 4895 GS 3.00° 271° to 2300 TCH 40 36 RW27 0.4 - 3.3 NM-6.3 NM CATEGORY D LNAV/ DA 1112-11/4 379 (400-11/4) VNAV 1240-1/2 507 (600-1/2) LNAV MDA 1240-1 507 (600-1) 1320-11/2 1240-1 1260-1 1320-2 REIL Rwys 9 and 27 CIRCLING MIRL Rwys 9-27 and 18-36 503 (600-1) 523 (600-1) 583 (600-11/2) 583 (600-2)

EC-3 22 OCT 2009 to 19 NOV 2009





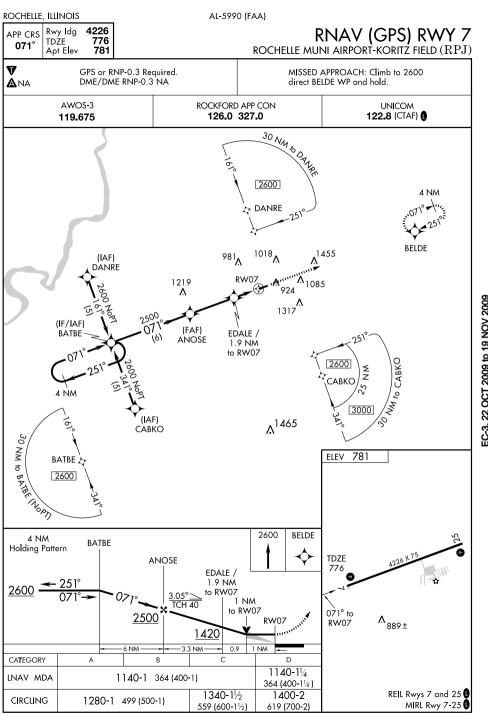


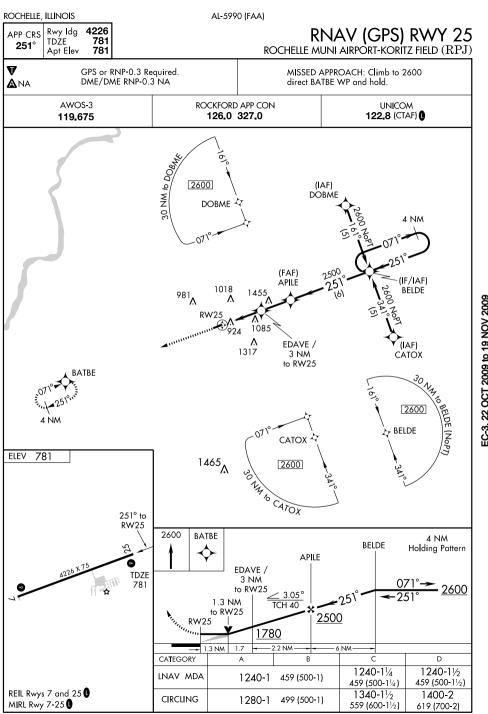


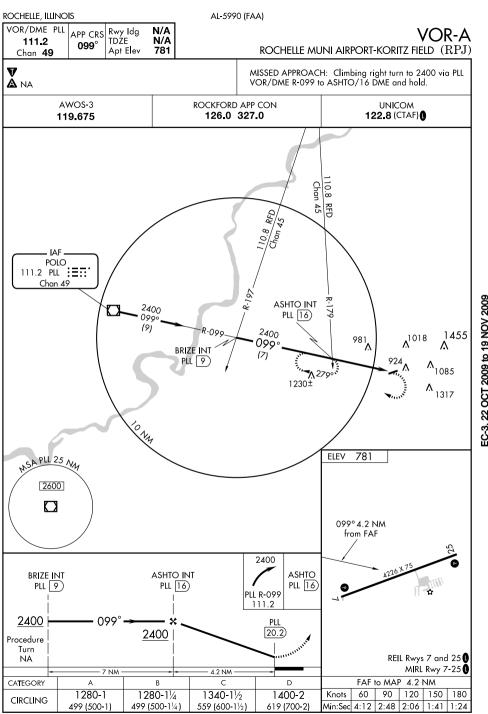
robinson, ill	INOIS			AL-5	308 (FAA)					
WAAS CH 69509 W27A	APP CRS 272 °	Rwy Idg TDZE Apt Elev	5109 455 462			RN.	AV (GP	S) R	WY 27 UNI (RSV)	
When altimet visibili A NA For un above	er and inc ty ¼ mile, I compensat 48°C (118	rease all DA LNAV Cat. ed Baro-VN 3°F). DME/I	A 88 feet, all C, D and Cir IAV systems	MDA 100 cling Cat. , LNAV/VI 3 NA. Bar	e Haute Intl-Hu) feet and all LF C, D visibility } NAV NA below p-VNAV and V g.	PV, LNAV/VI 4 mile. 15°C (5°F)	or 3000 di	APPROA	ACH: Climb to DY and hold.	
AWOS-3 120,50				HULMAN APP CON ★ 119.25 339.8			UNICOM 123.0 (CTAF) (
MISSED APCH	ULOY		5	کمک			1600 ∧)		
		0.45		3	Λ Λ	0	41 ~ 092°→	NM 300	(IAF) BUNKA 0 NOPT 250 250 (12.4)	
◀	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Δ ⁹⁴⁵ 816 Λ	RW27 A 730	522± 603	(FAF) COTUG	2200 272°— (6.1)	272			
D 08 (50 BIBLE GROVE BIB	YAGGU 39°				8	(IAF) YAGG	*	/ 2	27 25 N _H	
		A for arrival via V12 So	s at uthwestboun	d.	5	CLOV	3000 352° (24.5)		\odot	
	(1)	272° RW2		PULOY	VGSI and R not coincide	NAV glidepo ent.	ath JIXU		4 NM ding Pattern	
S 5109 X	75 L\	TDZE 455	*LNAV	*1.3	NIAA +0	OTUG 2200	.272°	09 < 27	<u>2°→</u> 3000	
	:	35 ☆	No. RV	-1.3 NM-	3.9 NM		.1 NM——		GS 3.00° TCH 45	
			CA T EGOI	RY	А	B 750.1	C		D	
LPV DA 750-1 295 (300-1) LNAV/ DA 900-11/2 (37750-11/2)										
	VNA			DA	892-11/2 437 (500			1½) -1¼ 900-1½		
REIL Rwys 17, MIRL Rwys 9-2	9 and 27 7 and 17-	35 (CIRCLIN		900-1 445 960-1 498	· ·	445 (500- 1080-1 618 (700-	1½) Z	145 (500-1½) 1080-2 618 (700-2)	

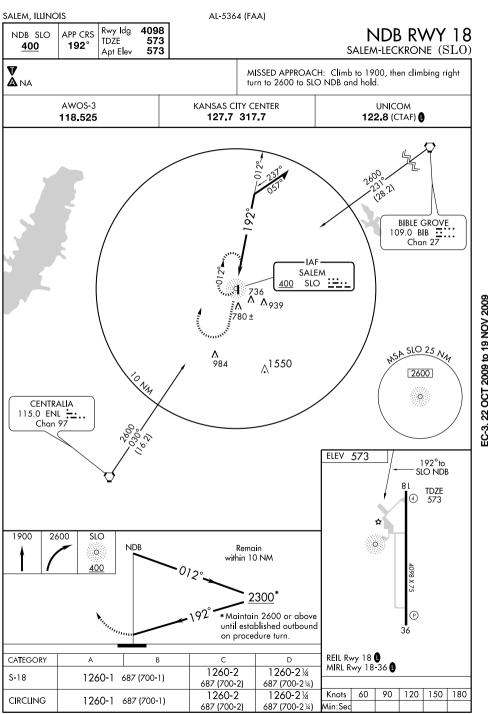
ROBINSON, ILLINOIS AL-5308 (FAA) VOR/DME RSV 3399 Rwy Idg VOR or GPS RWY 17 APP CRS 108.4 TDŹE 454 170° ROBINSON MUNI (RSV) Apt Elev 462 Chan **21** Obtain local altimeter setting on CTAF; when not 77 MISSED APPROACH: Climbing left turn to available use Terre Haute altimeter setting and Å NA 2200 in RSV VOR/DME holding pattern. increase all MDAs 120 feet. AWOS-3 HULMAN APP CON ★ UNICOM 123.0 (CTAF) 0 120.50 119.25 339.8 ۸¹⁶⁰⁰ ¹²⁰⁰∧ (BEZNO) LISLE RSV 3 2200 258° 945 (13.9) EC-3 22 OCT 2009 to 19 NOV 2009 730 984 816 603 IAF -ROBINSON NSA RSV 25 Ny 108.4 RSV ... Chan 21 2600 10 NM ELEV 462 2200 **RSV** 170° to VOR/DME Remain RSV VOR/DME within 10 NM 108.4 ∠\ TDZE (BEZNO) 454 2200 RSV 3 1700 5109 X 75 1000* *1120 when using Terre Haute altimeter setting. ---- 3 NM -С CATEGORY D 35 1000-11/2 1000-13/4 S-17 1000-1 546 (600-1) 546 (600-11/2) 546 (600-13/4) 1040-11/2 1040-2 CIRCLING 1000-1 538 (600-1) 578 (600-11/2) 578 (600-2) REIL Rwys 17, 9 and 27 DME MINIMUMS MIRL Rwys 9-27 and 17-35 S-17 860-11/4 406 (400-11/4) 860-1 406 (400-1) 180 1040-11/2 1040-2 Knots 90 120 150 CIRCLING 940-1 478 (500-1) 578 (600-2) 578 (600-1½) Min:Sec

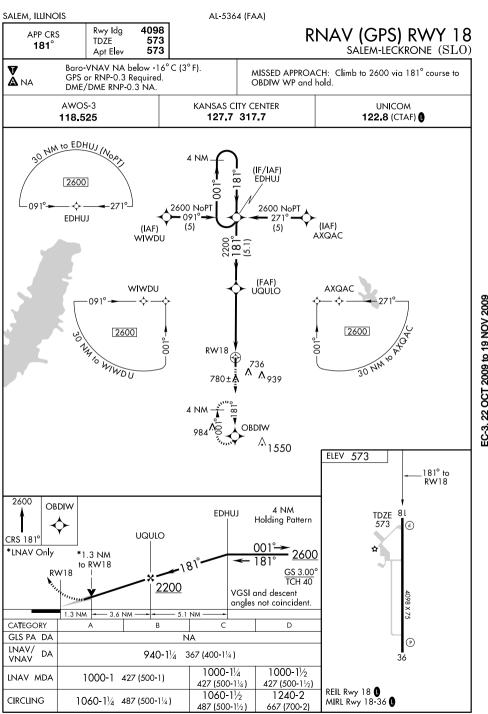
ROBINSON, ILLINOIS AL-5308 (FAA) VOR/DME RSV 5109 Rwy Idg VOR or GPS RWY 27 APP CRS 108.4 TDŹE 455 273° ROBINSON MUNI (RSV) Apt Elev 462 Chan **21** Obtain local altimeter setting on CTAF; when not MISSED APPROACH: Climbing right turn to available use Terre Haute altimeter setting and 🛕 NA 2200 in RSV VOR/DME holding pattern. increase all MDAs 120 feet. AWOS-3 HULMAN APP CON ★ UNICOM 123.0 (CTAF) 0 120.50 119.25 339.8 OHM ¹⁶⁰⁰∧ ¹²⁰⁰∧ LISLE 2200 258° (13.9) 945 EC-3 22 OCT 2009 to 19 NOV 2009 R-093 730 984 816 600 ± (BIBWY) RSV 2 IAF -ROBINSON 108.4 RSV ... SA RSV 25 Ny Chan 21 2600 ELEV 462 2200 **RSV** 273° to VOR/DME Remain RSV VOR/DME within 10 NM 108.4 09_{3°,} 11 (BIBWY) **TDZE** 2200 RSV 2 5109 X 75 455 **-**273° * 1080 when using Terre 960* Haute altimeter setting. 2 NM -35 CATEGORY S-27 960-11/2 505 (500-11/2) 960-1 505 (500-1) 1040-11/2 1040-2 CIRCLING 960-1 498 (500-1) 578 (600-11/2) 578 (600-2) REIL Rwys 17, 9 and 27 MIRL Rwys 9-27 and 17-35 DME MINIMUMS S-27 860-11/4 405 (400-11/4) 860-1 405 (400-1) Knots 90 120 150 180 1040-11/2 1040-2 CIRCLING 940-1 478 (500-1) Min:Sec 578 (600-11/2) 578 (600-2)

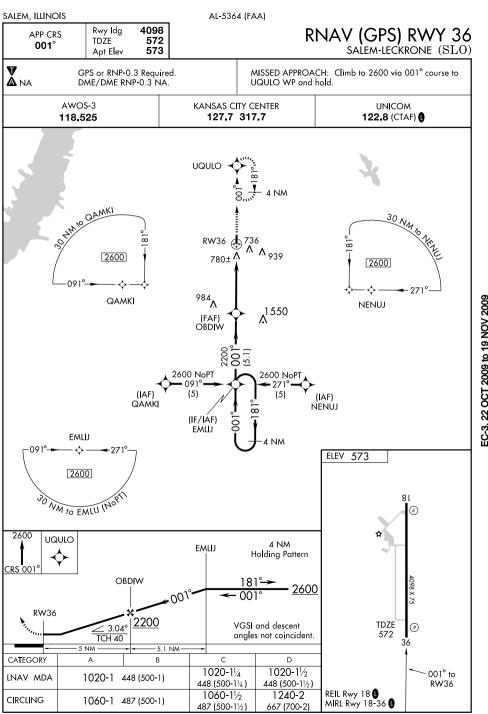


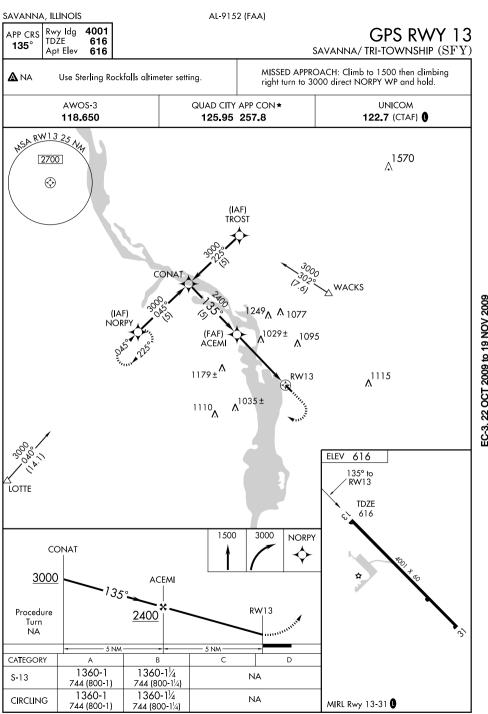


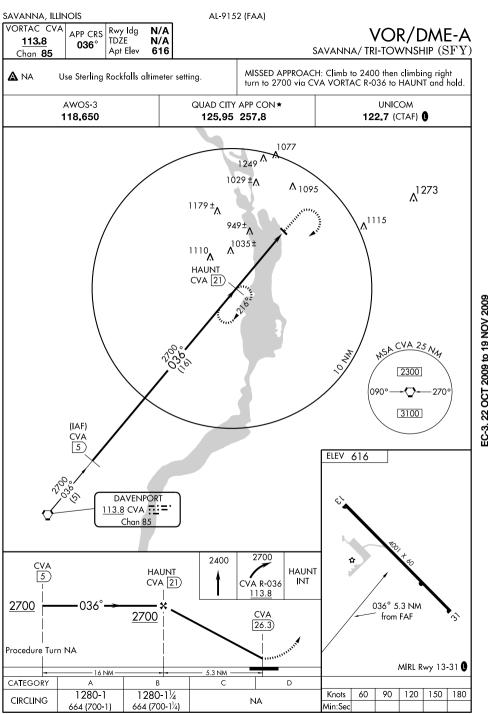


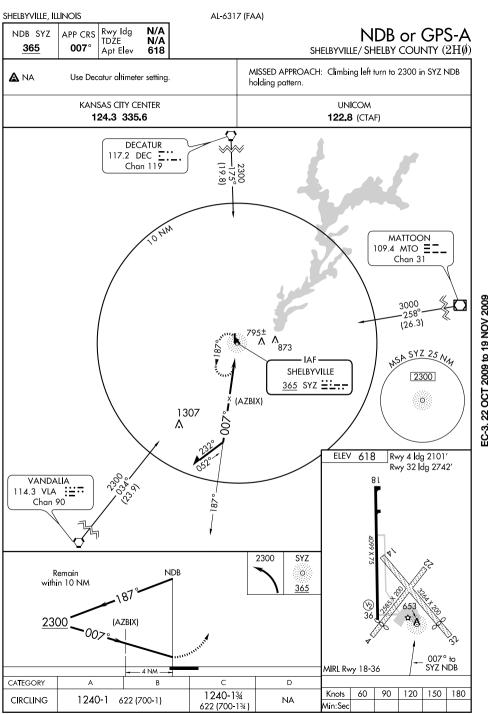


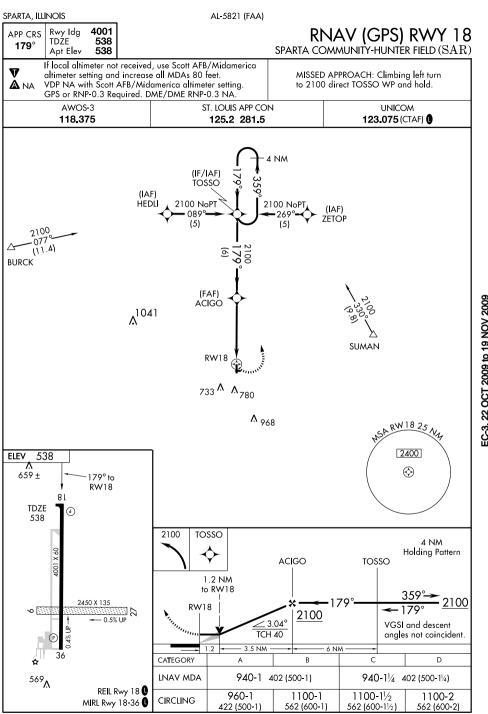


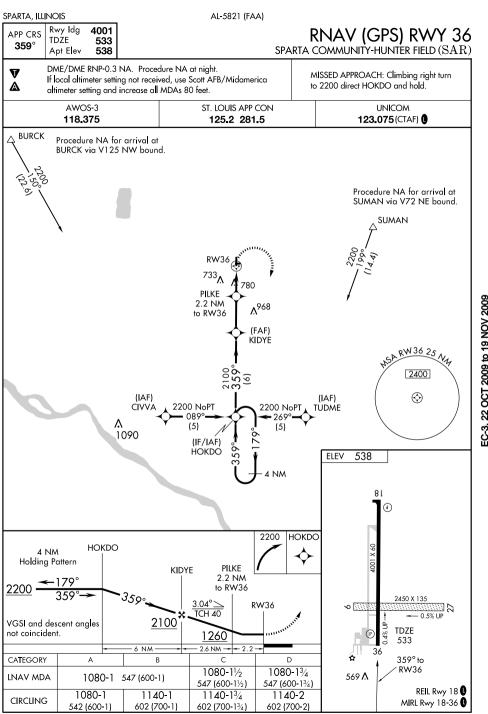


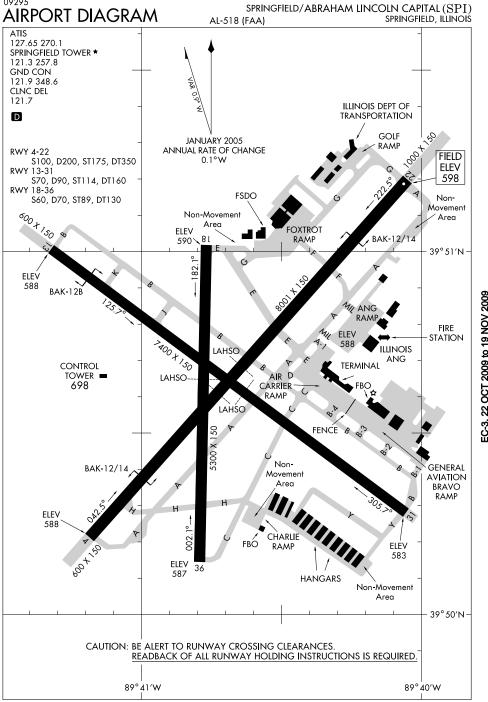


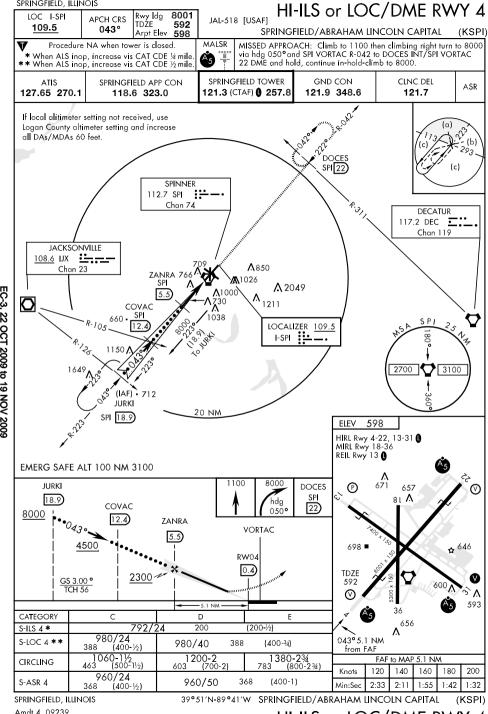


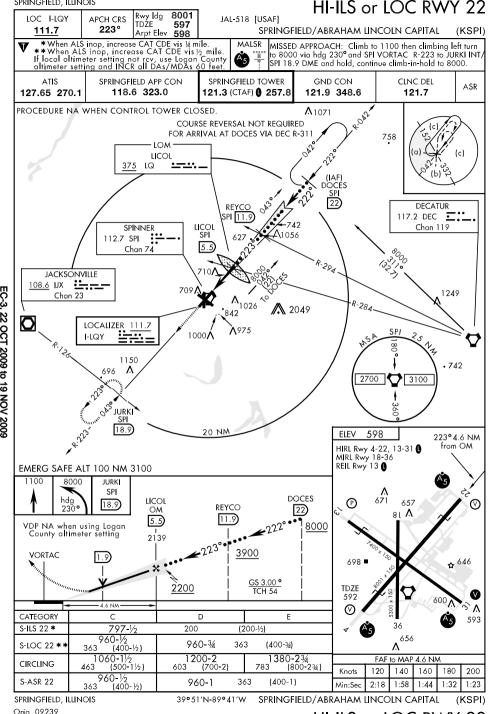


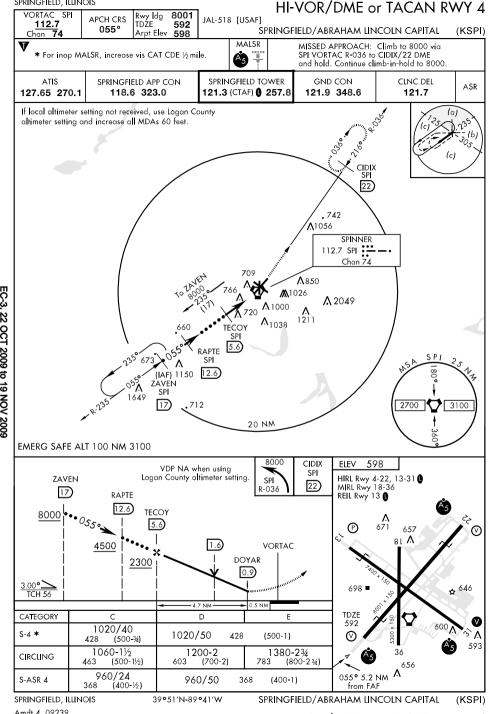


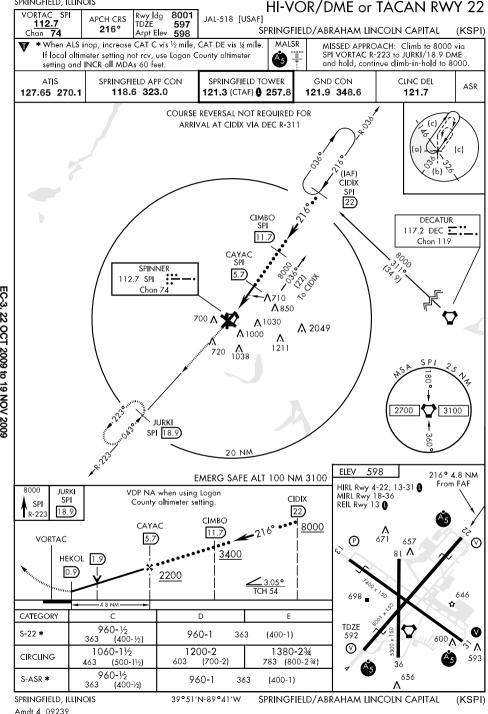


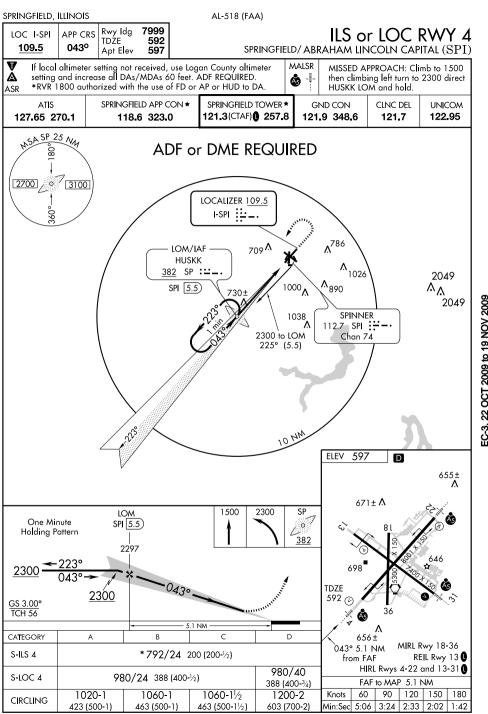


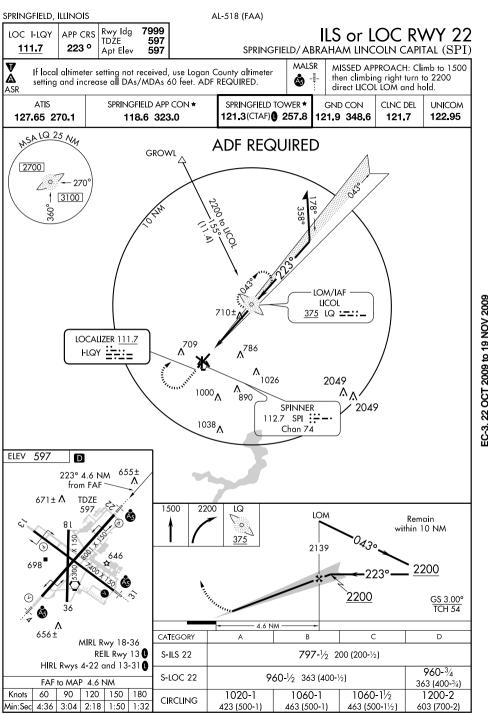


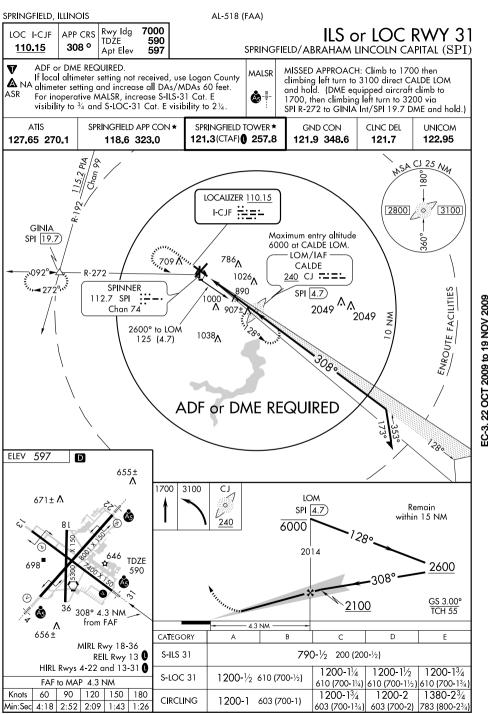


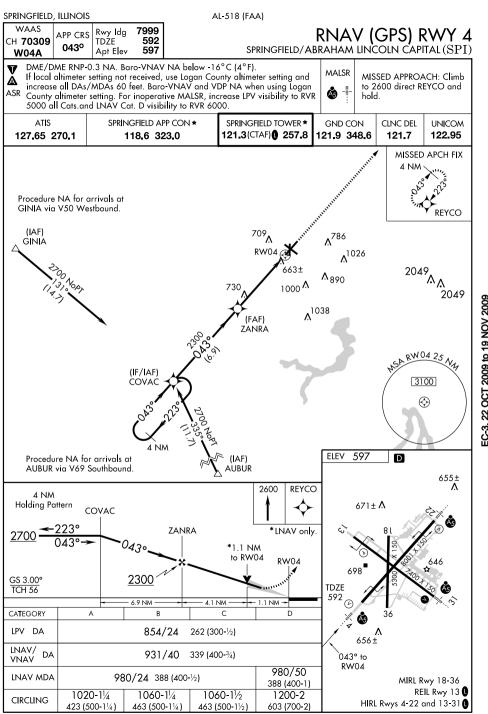












SPRINGFIELD, ILLINOIS AL-518 (FAA) RNAV (GPS) RWY 13 SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI) 7217 Rwy Ida APP CRS 592 TDŹE 128° 597 Apt Elev V DME/DME RNP-0.3 NA. If local altimeter setting not received. MISSED APPROACH: Climb to use Logan County altimeter setting and increase all MDAs 60 feet. A 3100 direct CONOX and hold. VDP NA when using Logan County altimeter setting. ASR SPRINGFIELD APP CON ★ **ATIS** SPRINGFIELD TOWER★ GND CON CLNC DEL UNICOM 121.3(CTAF) 257.8 121.9 348.6 122.95 127.65 270.1 121.7 118.6 323.0 Procedure NA for arrivals at ATTIC via V67 Northwest bound. (IAF) ÁTTIĊ (IF/IAF) JOPOD MISSED APCH FIX **FAF** HIPLO EC.-3, 22 OCT 2009 to 19 NOV 2009 2500 NoPT CONOX **`**/2_{0°} (IAF) ۸⁷⁸⁶ RW13 GINIA ۸¹⁰²⁶ 2049 Procedure NA for arrivals at Annanananananananana. 1000<u>^</u> GINIA via V50 Westbound. 2049 1038**^** NSA RW 13 25 Ny ELEV 597 3100 D \Diamond 655± 128° to **RW13** 671± Λ 3100 CONOX 4 NM **TDZE** Holding Pattern JOPOD 592 698 HIPLO 3.05°. 1.1 NM TCH 55 to RW13 2300 RW13 VGSI and descent angles not coincident. 656± 6.1 NM -1.1 NM 4.1 NM CATEGORY Α В C 960-11/4 LNAV MDA 960-1 368 (400-1) MIRL Rwy 18-36 368 (400-11/4) REIL Rwy 13 0 1020-1 1060-1 1060-11/2 1200-2 CIRCLING HIRL Rwys 4-22 and 13-31 423 (500-1) 463 (500-1) 463 (500-11/2) 603 (700-2)

SPRINGFIELD, ILLINOIS	S	,	AL-518 (FAA)					
WAAS CH 81809 W22A 223 °	Rwy Idg 7999 TDZE 597 Apt Elev 597	'	Sprinc		IAV (G		WY 22 ITAL (SPI)	
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Logan County altimeter setting and increase all DAS/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats and LNAV Cat. D visibility to 1½.								
ATIS 127.65 270.1	SPRINGFIELD A		SPRINGFIELD 121.3(CTAF)		GND CON 21.9 348.6	CLNC DEL 121.7	UNICOM 122.95	
3100 ⊕	70	(p 71	FAF) eTLE 0		F) Proce	0 NoPT 264°————————————————————————————————————		
MISSED APCH FIX COVAC A NM ELEV 597 DETILE 710 786 RW22 A 1026 2049 A 2049 A 1038 ELEV 597 DETILE 710 786 RW22 A 1026 2049 A 2049 A 2049 A 2049 A 2049								
671± ∧	\$\frac{1}{4} \\ \frac{1}{4} \\ \frac	↑ ♦			REYCO		NM g Pattern	
81	597 646	*LNAV on l y. *1 N RW RW22	DETLE M to /22	223°_	<u>0</u> ← 2	<u>43°→</u> <u>2</u>	2600	
698	\$ 400 ± 150 B	1 km	3 % N/4	<u>2200</u>			GS 3.00° TCH 54	
© 3 6	W.'.	CATEGORY	A 3.8 NM	6.2 NM B	C		D	
۸		LPV DA		883-1/2	286 (300-1/2	· · · · · · · · · · · · · · · · · · ·		
656±		LNAV/ DA		941-3/		/4)		
м	IRL Rwy 18-36	LNAV MDA	96	60-½ 363 (4	00-1/2)		960-1 363 (400-1)	
HIRL Rwys 4	REIL Rwy 13 () -22 and 13-31 ()	CIRCLING	1020-1¼ 423 (500-1¼)	1060-1½ 463 (500-1)		-11/2	1200-2 603 (700-2)	

SPRINGFIELD, ILLINOI	S		AL-518 (FAA)						
WAAS CH 90124 W31A APP CR 308°	1TD7F 59	0	SPRINGFIELD	RNA D/ABRAHA	4 V (C	SPS) OLN C	RWY 31 APITAL (SPI)		
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to 3/4 all Cats, increase LNAV/VNAV Cat. D visibility to 1.									
ATIS 127.65 270.1	SPRINGFIELD 118.6		SPRINGFIELD TOWE		CON 348.6	CLNC D			
JOPOD 4 NM 3000 1000 RW31 Frocedure NA for arrivals at LATHA via V50 Eastbound. 1000									
ELEV 597 D	1		Procedure NA for an CLEEK via V67 South			(IAF)			
671± Λ 671± Λ 671± Λ	655± A				CON	12 30	4 NM olding Pattern 8°→ 8° 3100		
698 *	646 300 × 150 66 TDZE	RW31		210		GS 3.00° TCH 55			
<i>→</i> 🐯	TDZE 590 610	LPV DA	A	B 0.40 1/ c	C (200 l		D		
656±	308° to RW31	LNAV/ DA	865-1/2 275 (300-1/2)			865- ³ / ₄ 275 (300- ³ / ₄)			
м	IRL Rwy 18-36	LNAV MDA	1200-1/2 610 (7	00-1/2)	1200 610 (70		1 200-1½ 610 (700-1½)		
REIL Rwy 13 0 HIRL Rwys 4-22 and 13-31 0 CIRCL			1200-1 603 (700-1) 1200-13/4			1200-2 603 (700-2)			

